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C. D. BRIGHAM, Editor.

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The Pittsburgh Commercial.

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The Daily and Weekly Commercial.—NEWSPAPER DECISIONS.—1. Any person who takes a paper regularly from the Postoffice—whether directed to his name or another's, or whether he has subscribed or not—is responsible for the payment.

2. If a person orders his paper discontinued, he must pay all arrearages, or the publisher may continue to send it until payment is made, and collect the whole amount, whether the paper is taken from the office or not.

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FIRST EDITION.

HARRISBURG.

Proceedings of the Legislature.

The Salary Bill as It Passed the House—Uniform Rates of School Tax—The Bill for the Election of French School Directors Passed—Exemption of Parsonages from Taxation, &c., &c.

Special Dispatch to the Commercial.

HARRISBURG, Pa., February 8, 1871.

The salary bill which passed the House is the same as the bill published in the COMMERCIAL of Tuesday, with an amendment offered by Mr. Robb changing 1870-80-1871 in the seventh section, and adding two sections, making the bill apply to the Treasurer, and an amendment offered by Mr. Humphreys, giving the Commissioners $2,000 salary. The bill as it passed, places Mr. Ross and the Coroner in the same position as the rest of the officers.

D. N. WHITE.

Special to the Pittsburgh Press.

SENATE.

HARRISBURG, February 8, 1871.

The State Printing.

Mr. Davis, from the Printing Committee, reported a bill for the public printing, providing that it shall be given at rates prevailing in Harrisburg, Pittsburgh and Philadelphia, to be determined by the Auditor General; the sureties of the State printer to be $30,000, and moved consideration.

Disagreed to, Mr. White opposing.

Regulation of Bituminous Coal Mines.

Mr. Turner, from the Committee on Mines and Mining, reported a bill for the regulation of bituminous coal mines. Ordered printed.

Bills Introduced.

Mr. Purman introduced a bill incorporating the Seventh Pennsylvania Classical and Scientific Institute, at Mount Washington, Westmoreland county.

Mr. Anderson—Authorizing the Liberty School District, Pittsburgh, to borrow fifty thousand dollars. Supplement to the act authorizing the payment of awards for educational purposes, which establishes five teachers' institutes in each congressional district and exempts mortgages in Allegheny county from taxation, which exempts ground rents also.

Mr. Graham—Extending the Penn township road laws to Indiana township, Allegheny county. Supplement to the common school law, which provides for the assessment of uniform rates of school tax all over the Commonwealth, two mills on the valuation, all to be laid into the State Treasury, the State Treasurer to apportion the same among the different counties in proportion to the number of children in each; assessors' returns to be made to the State annually; schools to run at least five months every year. Referred.

Election of Female School Directors.

The bill authorizing the election of female school directors came up as the special order, on final passage. Mr. Evans moved an amendment striking out "female tax payers" and inserting "female citizens." Lost.

Mr. Purman moved its indefinite postponement. Yeas 14, nays 18.

The bill passed finally—yeas 19, nays 13. The nays were Messrs. Albright, Brodhead, Davis, Dechert, Dill, Findlay, Knight, Miller, Osterhout, Petriken, Purman, Randall and Wherry.

The Public Printing Bill.

Mr. Davis called up the public printing bill.

Mr. Wherry moved an amendment that all public printing, whether ordered by heads of Departments or otherwise, shall be done at the rate at which the printing was let.

General discussion ensued, and the amendment was lost, 14 to 16.

Mr. Olmstead moved a substitute, providing that hereafter all public printing shall be done under the act of March 18, 1869, and supplements, except such work as the Auditor General shall certify cannot be done under said acts, which in such case shall be settled for at Philadelphia and Pittsburgh prices. Defeated.

The bill was then killed by a vote of 15 to 16. Adjourned till 3 P. M.

Afternoon Session.

Mr. Davis's General Insurance bill came up as the special order. (Our reporter sends us a synopsis of the bill, which, two days after it has been in type, has been given in our columns several days ago.—ED. COM.) The bill was read in Committee of the Whole, and amended in many material points, and its further consideration postponed.

A symbolic dispatch was received from the President of the New Jersey Senate, announcing that State as having by a unanimous vote appointed Philadelphia as the place of the centennial celebration of the Fourth of July, which created enthusiasm.

The Secretary of the Commonwealth transmitted a list of taxables from every county except Fulton, most of which is some way defective.

Debate on the State Printing Bill.

The debate on the State printing was exciting. Senator Davis read a bill which authorized the lowest qualified bidder at the letting last Tuesday, to do the State printing for the next three years, which bill included Messrs. McLaughlin, of Philadelphia, and cut out Barr, of Pittsburgh, Senator Baker knew nothing about the situation and opposed it, as Wallace appeared to be backing McLaughlin. Senator Rutan, of Pittsburgh, and such is the opposition to it that Mr. White may, to save his bill, be compelled to move it so amended as to exempt any of the present contractors from its provisions, although he will yield that point reluctantly and only to save the measure from defeat.

On the passage of the bill, Mr. Robb amended so as to take from the County Treasurer all the requisites of his office except salary. Mr. Kerr offered and had passed an amendment to the amendment, exempting the present Treasurer from the provisions of this act. Mr. Humphreys made an amendment making the salary of the Commissioners $2,000 each.

COLLECTION OF MERCANTILE TAX.

The act requiring the treasurers of Pittsburgh and Allegheny to give bonds to the State, and to collect the mercantile tax, has caused a little breeze here. This week Mr. McGee, Esq., is here attending to the interests of the City Treasurers. As this is a personal matter, the COMMERCIAL has much interest in it, except in so far as the contest is a theme of contention and a fight for the spoils.

SHARPSBURG BOROUGH GOVERNMENT.

Our friends from this thriving borough have had their bill passed both Houses, amended "so that nothing in said bill shall interfere with or conflict with existing contracts under the laws for grading and paving streets."

THE SOLDIERS' ORPHANS SCHOOLS.

Professor Wickersham would have been confirmed as Superintendent of Soldiers' Orphans' Schools, but Colonel McFarland, resigned, had it not been for the speech made by Mr. Davis, of Fayette, that the message of the Governor nominating him was a breach of privilege of the Senate, having been sent to the State Printer for publication.

The bill transferring the care of the Soldiers' Orphans' Schools to the Department of Common Schools passed the Senate by the following vote:

YEAS—Messrs. Albright, Baumgardner, Brodhead, Brooks, Buckalew, Connell, Cramer, Dill, Dechert, Delamater, Dill, Evans, Findlay, Graham, Henszey, Hopkins, Kaine, Kerr, Knight, Miller, Mott, Osterhout, Purman, Randall, Rutan, Wartel, Wallace, Speaker—28.

NAYS—Messrs. Barr, Bigham, Anderson, Kerr, Mumma, Oberlin, White—6.

ADDITIONAL COURT IN CAMBRIA COUNTY.

The supplement to the act providing a court to establish an additional Court in Cambria county," was passed by a strict party vote, the Democrats voting nay, the Republicans aye.

APPOINTMENTS.

George M. Irwin, son of the State Treasurer, has been appointed Commissioner of Deeds in Allegheny county. Benjamin R. Evans, of Beaver county, was appointed brevet-captain for meritorious service during the war.

PITT.

THE TRIPARTITE BRIDGE.

A further supplement to the act to authorize the incorporation of the Pittsburgh Bridge Company, provides that no name shall be given to the Tripartite Bridge Company of Pittsburgh. The piers to be erected by the company shall be so placed as to cause the least obstruction to navigation, a clear channel way across the main channel of the river of at least five hundred feet in the clear to be provided. Tolls are to be the same for crossing the Allegheny river as for the Monongahela. In case of a deficiency of stock to complete the bridge, the president and directors may be authorized to issue a sufficient amount of bonds for the purpose, not exceeding the aggregate of the capital stock. Mortgages upon the property and franchises of the corporation. The company are empowered to construct out or more inclined planes from a point or points at or near the south end of its bridge to the brow of Coal Hill, in Union borough, and in Mount Washington borough west of Bigham street, and to transport thereon freight and passengers at the same rates charged by the Monongahela Inclined Plane, and the company is authorized to purchase, hold, improve, lease and convey real estate under its corporate seal.

LIMITS OF INDIANA BOROUGH EXTENDED.

That portion of White township lying on the south side of the borough of Indiana, bounded by a line beginning at a point on the Northern boundary line of said borough, forty rods from the southeast corner thereof; thence south along the eastern line of wood-land of James McCracken, Jacob Folger and Frederick Diffenbach, eighty-five rods to the line of James F. Carter's lands, and thence west to the eastern side of the Blairsville and Indiana public road; thence along said road to the borough line, and along the borough line to the place of beginning, shall be incorporated in said borough of Indiana. [Passed by the Senate.]

STOCK OF THE PENNSYLVANIA COMPANY.

The Pennsylvania Company are authorized to issue common or preferred stock to the amount of the lease authorized by law, at such times and in such sums as they may elect; and may issue stock in payment of any debt or liability incurred in the purchase of property, or may dispose of such common or preferred stock on such terms as the company may agree upon with any party or company, or in the doing of any other act authorized by law to which this is supplementary. [Passed by the Senate.]

MODE OF VOTING IN HUNTINGDON COUNTY.

The act regulating the mode of voting at all elections in this commonwealth, approved March 30, 1866, is repealed as to the county of Huntingdon. [Laid over by the Senate.]

PENNSYLVANIA RAILROAD AND AMERICAN STEAMSHIP COMPANY.

A bill passed by the Senate authorizes the Pennsylvania Railroad Company to subscribe for or to purchase the capital stock and to guarantee the payment of the principal and interest of the bonds of the American Steamship Company of Philadelphia.

CONNELLSVILLE AND NEW HAVEN GAS AND WATER COMPANY.

Joseph Johnson, Christopher S. Sherrick, Joseph McCormick, David Welsh and Peter S. Newmyer, their successors and associates, are constituted a body politic and corporate under the title of the Connellsville and New Haven Gas and Water Company, with all powers accorded to such corporations, with exclusive authority to supply with gaslight and water the boroughs of Connellsville and New Haven and their vicinities, in Fayette county, at such prices as may be agreed upon, and to erect all necessary buildings, etc., for the manufacture and distribution of the same, with power to lay pipes in the streets, alleys, highways of said boroughs. The capital is to be $25,000, in shares of twenty-five dollars each, which may be increased to $75,000. There are to be six managers elected annually, on the first Monday in March, who shall select from their number a person to be President, and also a Secretary and Treasurer. The Board of Managers shall have power to make by-laws for their regulation, not inconsistent with the laws of the State, and may declare dividends from so much of the net profits as they may deem necessary and advisable. Certificates of indebtedness to the amount of $20,000 are authorized to be issued, bond in the construction of the works, at a rate of interest not exceeding ten per cent. The corporators may transfer their rights and franchises to whomsoever they may think proper.

NEW YORK.

NEW YORK, February 8, 1871.

DEATH OF MR. HENRY STEINWAY.

Henry Steinway, the founder and head of the piano manufacturing firm of Steinway & Sons, died yesterday, after a lingering illness.

FAILURES LAST YEAR.

The usual statement from the Mercantile Agency of the number of failures and the amount of liabilities reported during the past year, shows an increase of twenty-five per cent. in failures as compared with 1869, and thirty-three per cent. as compared with 1868. The number of failures during 1870 was 2,799; amount of liabilities, $7,560,459. In 1870 the failures were 3,551, and the liabilities $88,242,000.

ADMINISTRATION OF THE CANALS.

At a special meeting of the Chamber of Commerce, resolutions were submitted by the committee on canal legislation: First, that the canals should be administered for the benefit of consumers, not for profit, and after paying annually the repairs, cost of construction and redemption of canal debt, no further tax should be imposed; second, that power to change the rates of toll should be in the executive of the canals, and not in the hands of the boards; third, that the committee be asked to report an amendment to the State constitution in accordance with the above principles, and be adopted. Mr. Briggs, of this city, and J. T. Hatch, of Buffalo, spoke in favor of free canals.

SUICIDE OF A CONVICT.

Samuel S. Stevens, who was tried and convicted at the December term of the General Sessions in this city, as charge of grand larceny, having stolen $11,000 in bonds from the Mayor of Bangor, Maine, hung himself last night at the Tombs prison, and was found dead this morning in his cell.

HONORABLY DISCHARGED.

James Schidler, tobacconist, and his cousins, Edward and Albert, who were all charged before Commissioner Shields with having been guilty of frauds in the shipping and sale of tobacco, have been honorably discharged, the Commissioner holding that the prosecution had failed to make out its case, and that it was unnecessary for the defense to put in any testimony.

AN ACCIDENT PREVENTED.

This morning about nine o'clock, as the parmaster was going north on the Hudson River Railroad, near Yonkers, the engine jumped the track. It stood right in the way of the down train, which was due at that moment. The down train, nearly on time to the minute, came in sight, but the paymaster had seen it ahead, and it was stopped before reaching the engine which was off the track.

THE WOOL INTEREST.

Meeting of the Woolen Manufacturers' Association at Chicago.

CHICAGO, February 8.—The fourth annual meeting of the Woolen Manufacturers' Association was commenced at the Tremont House to-day. Delegates are present from Kentucky, Missouri, Wisconsin, Ohio, Iowa, Illinois, Indiana, New York and Michigan. Hon. Jacob Berge, Nichols & Co., J. P. and J. C. Alford & Finckbaldy. The *Democrat* office was also represented. Loss estimated at $200,000. Insured for $200,000.

Brooklyn, N. Y.

NEW YORK, February 8.—There is burning a fire below out in the mail house of Lockman Bros., at the corner of Washington and Forest streets, Brooklyn. The flames have spread to and fire the building, together with its contents, was demolished before the department arrived. Loss estimated at about $50,000. Insured.

Pekin, Ill.

CHICAGO, February 8.—The extensive distillery of D. S. Thompson, at Pekin, Ill., was burned last night. No further particulars.

THE LATE DISASTER

All But One of the Victims of the New Hamburg Disaster Identified.

POUGHKEEPSIE, N. Y., February 8.—It is now ascertained that a man named Rosenthal, a cattle drover, was in the first sleeping car, and escaped. He was the person found alive and placed in charge. This fact refutes the statement that all persons in the car perished to perished.

POUGHKEEPSIE, February 8.—The only body not identified is supposed to be that of Captain Lovell, and this opinion is formed from a wallet and memorandum found on him.

The annual session of the Illinois Woman's Suffrage Association was held in Chicago yesterday. Mrs. Jane G. Swisshelm was among the speakers.

KNIGHTS OF PYTHIAS.

Meeting of the Grand Lodge of Ohio.

CINCINNATI, February 8.—The Grand Lodge of Knights of Pythias commenced the second session here to-day. Twenty-eight lodges out of thirty in the State are represented. Ten lodges has been added the past year. The following officers were elected: Past Grand Chancellor—Geo. B. McClellan; Steubenville; C. B. Manning, Cincinnati; James Armstrong, Columbus; James Miller, Newark; Howard Douglass, Cincinnati; Charles Wickert, Cincinnati. Howard Douglass was elected Supreme Representative to the Supreme Lodge of the World. The Grand Lodge will be installed to-morrow; Grand Chancellor, E. S. Haines, Cincinnati; Grand Vice Chancellor, Dr. L. Parvin; Grand Master; Grand Scribe, Joseph Dowtall, Columbus; Grand Banker, John L. Thompson, Cincinnati. The Supreme Representative will also be installed. The unconditional repeal of the O. B. S. obligation of First Rankers and Scribes. New lodges were made Past Chancellors. A number of officers and one hundred members from other States are also here.

CRIME.

PHILADELPHIA, February 8.—An extensive series of forgeries committed by Lyon Reackert have been unearthed. Those discovered amount to over $100,000, and consist in scattering borrowing, but two large firms. He had over a dozen bank accounts, on all of which he had obtained loans on forged acceptances. Reackert has been arrested in private. Of his acceptations, having large dealings in Reading, and has balances in nearly all the banks of the city, which he has used to further his forgeries. Reackert's method to cover the amount of forgeries. Reackert was embodied with John Scott, Edward S. Scott and Jannery A. Reackert & Co., wholesale druggists, and like forgeries are found in these firms, as well as that of his father. The banks concerned are Girard, whose secret, in hopes of having the losses refunded.

FIRES.

Jefferson, Texas.

NEW ORLEANS, February 8.—At Jefferson, Texas, a fire broke out on Monday night in the Rusk building on Austin street, by which the whole block was consumed, including the buildings occupied by Grinnan & Wayland, Mrs. Rice, H. H. Sheffield, Farrington & Bro., Berge, Nichols & Co., J. P. and J. C. Alford & Finckbaldy. The *Democrat* office was also destroyed. Loss estimated at $200,000. Insured for $200,000.

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RAILWAY MATTERS.

ERIE—SOMEBODY WANTS TO BUY IT—DECISION IN THE RAMSEY CASE.

NEW YORK, February 8.—It is rumored that for several days past the principal directors and officers of a large western railroad company have been occupied in traveling over the entire route of the Erie Railway for the purpose of examining the condition of the road, with a view of making an offer for the cut and out purchase or lease of the latter line.

In the suit brought by the Erie Railroad Company against J. H. Ramsey, D. B. Eaton and others, charging them with unlawful conspiracy in connection with a suit previously brought by Ramsey against the Erie Railroad, Judge Barnard yesterday rendered the following decision so far as Eaton is concerned: In this case I direct entry of judgment in favor of defendants, but without costs or allowance. In a moral point of view, I feel convinced that the complainant charged in the plaintiff's complaint existed at the time of the commencement of this action. The defendant Eaton has failed to establish, by legal proofs, the allegations of this complaint. Fraud is the groundwork, and the plaintiff's case has entirely failed to be proven. It will never be assumed. Let a finding accordingly be presented for.

DAYTON SHORT LINE TO BE BUILT.

CINCINNATI, February 8.—Dispatches received today from New York state that active negotiations are have been pending between the Cincinnati, Hamilton and Dayton Railroad and the Lake Shore Railroad with reference to the lease of the former, which have entirely failed. This, it is thought, renders any doubt about the building of the Dayton short line.

THE EASTERN QUESTION.

Peaceful Arrangement of the Eastern Question.

LONDON, February 7.—The Eastern Conference met again to-day, representatives in attendance at the signatory powers except France. Upon its adjournment assurances were given out that a pacific solution of the entire Eastern question had been gained.

CONGRESS.

WASHINGTON, D. C., February 8, 1871.

SENATE.

Mr. WILLIAMS presented the resolution of the Oregon Legislature rejecting the Fifteenth Amendment, and asking the action of Congress to enforce it with suffrage within the States, and charging that amendments were bought by the votes of Oregon with the bayonet. The resolution was laid on the table.

Mr. POOL presented a remonstrance from 1,000 qualified voters of the Third Congressional District of North Carolina, against the election of Senator Abbott and Representative elect Waddell, declaring that they are in favor of universal amnesty and the restoration of the disfranchised rights.

Mr. THURMAN called attention to the fact that a great many of the names to the remonstrance were signed by one person.

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After executive session, and soon thereafter adjourned.

HOUSE OF REPRESENTATIVES.

Mr. COX presented a petition of over one hundred New York ship owners and others, for the repeal of the passage of subsidy bills, and for the right to purchase ships in the cheapest market.

Mr. SCOFIELD, from the Committee on Naval Affairs, reported a bill to provide for the removal of the Brooklyn Navy Yard. Mr. Scofield, in order to read, Mr. Scofield called attention to the importance of the bill. He spoke the general opinion of the people of Brooklyn, that the navy yard there was an impediment to improvements, and was a positive nuisance. The immediate sale of the yard, buildings and fixtures would sell for twenty millions of dollars, and some estimated the value as high as thirty millions. The Committee had come to the conclusion that the land might be sold for twenty millions, and provided the Government could give a good title, but there was some little shadow about a portion of the title.

Mr. DAWES offered a resolution for the like removal of the navy yards in the United States.

Mr. SCOFIELD moved to amend by providing that the land thus sold should be used exclusively by sealed proposals.

After argument by Messrs. WOOD and JUDD, Mr. SCOFIELD'S amendment was agreed to.

Mr. DAWES spoke in support of the bill and his amendment. He regarded the existence of eight navy yards as an unnecessary expense. The cost of offices in the world. He had a sincere hope, a full conviction was gaining ground, even in the navy, that it would be better to sell the yard and let vessels built by private contract than in navy yards.

Mr. HALE, member of the Naval Committee, discussed the bill. He had, in the course of experience of other nations and the sentiment of Congress and the country, come to the conclusion that the number of navy yards, but he doubted whether the House would favor a bill which provided for the removal of the Brooklyn Navy Yard to the Norfolk Navy Yard to another site or sites.

Mr. VAN WYCK opposed the bill, and wanted to know why the committee should strike at the Brooklyn Navy Yard, where millions had been expended in building a dry-dock, before the sale of which nothing could be realized.

Mr. HALE replied that there was a general demand on the part of the people, press and representatives in New York and Brooklyn for the removal of this yard, and that it was conceded that it was not needed for public service, and because the government is about to purchase the Novelty Works.

Mr. SLOCUM argued in support of the bill, and gave a history of the Brooklyn Navy Yard. In proof of the fact that work could be done more cheaply by the contract system, he quoted from letters of the Secretary of the Navy, showing the contracts of vessels built under the two systems. The screw ship Madawaska had cost, at the Brooklyn Navy Yard, in 1865, $1,270,000, while the Chicopee, Ossipee and Swatara—same tonnage and same number of guns, had cost by private contract, but, only $950,000. The reason for the great disparity in the cost of contract work and navy yard work was well known. They were placed in navy yards where they could there for political reasons. No man, however valuable he might be as a skilled workman, could be kept there unless he was willing to sell his vote and political influence to the party in power. The result was that

The Daily Commercial.

THURSDAY, FEBRUARY 9, 1871.

A NEW movement in behalf of Civil Service Reform is on foot in the House of Representatives, in the shape of a joint resolution offered by Mr. STRONG. Its scope is described as follows:

"It authorizes the President to prescribe such rules and regulations for the admission of persons into the civil service of the United States as will best promote the efficiency thereof, and ascertain the fitness of each candidate, in respect to age, health, character, knowledge and ability, for the branch of service into which he seeks to enter; and for this purpose the President is authorized to employ suitable persons to conduct said inquiries, to prescribe their duties, and to establish regulations for the conduct of persons who may receive appointments in the civil service. The President is also authorized to prescribe fees to be paid by all persons applying for appointments, except such classes of honorably discharged soldiers as he may exempt, which fees may be applied to the payment of expenses of making such inquiries."

This plan is said to have met with much favor with the supporters of JENCKES's bill, and the opinion is expressed that it can be passed through both Houses and carried into effect at once. It is good as far as it goes; but it fails to touch a very important point where reform is much needed, that is, the virtual farming out appointments among the members of Congress, whereby the Government itself is perpetually made a tool of, without much regard to anything but the interests of members, some of whom are not over scrupulous how they use the extraordinary power thus placed in their hands. This is a prolific source of corruption among office seekers and the possessor of the power, and of incompetency in the service. A Representative's "indorsement" secures the appointment usually. No matter how corruptly that "indorsement" has been obtained, the President and heads of Departments ratify the bargain, and the product of corruption floods the service. The reform will hardly have a beginning if it stops short of laying the ax to the root of this stupendous evil—an evil that corrupts politics, both and general, holds out a perpetual inducement to unscrupulous persons to become aspirants, and combines in their favor the worst elements in party organizations which are bad enough at best.

On the question who will be President, take the average of those that are intelligent, one man's opinion is almost as good as another; and when it comes to looking two or three years into the future, there is believed to be no patent right for discerning what is going to happen. Nevertheless, a good many persons are in the habit of attaching special importance to the prognostications and feelings of certain other persons; and hence Mr. GREELEY's idea about the Republican Presidential candidate next time is regarded by them with a certain kind of curiosity. This curiosity Mr. GREELEY, in his paper of Tuesday, proceeds to gratify, by declaring himself pretty fully on the point whether he is for or against General GRANT's nomination, he having been accused of not desiring it. To this Mr. GREELEY neither assents nor demurs; declares that he is "neither for nor against the nomination of General GRANT, but will be either, as he shall judge most conducive to a Republican triumph." He goes on to say:

"He deems it too soon by a year to discuss the claims or chances of Gen. Grant or on any one else. So far as he can judge, the Republicans are generally satisfied with General Grant's Administration and inclined to retain it in power. If there is, as is not much enthusiasm in his behalf, there is a very general conviction that he is a safe and prudent Executive. Not hearing of any formidable or serious effort to prevent his renomination, it seems to us unwise in those who favor it to agitate the matter. The meeting of Congress next December is quite soon enough for that."

Then some reasons, mainly the financial mangement, are given why Gen. GRANT deserves well and will be so regarded by the country, adding thereto: "We like Gen. GRANT, but we care far more for Republican ascendancy than for any man's personal fortunes." Reasons conclusive enough are given why it would be a calamity were the Democrats to return to power, after enumerating which, Mr. GREELEY concludes his confessions as follows:

"It behooves Republicans, in our view, to stand wholly aloof from personal contests and entanglements until the time for decision and action with regard to the next Presidential canvass shall have arrived; and that is nearly or quite a year hence. If—as now seems highly probable—General Grant shall then appear to be our strongest man, we must all go in for him and make his nomination unanimous. If any other Republican shall at that time be stronger, we must rally around that other, nominate and elect him. Meantime, let us attend to more pressing requirements, and let President making bide its time."

What will occur to the majority of readers is, that Mr. GREELEY's mind, like their own, is not made up, and that future events will go far towards deciding it.

THE UNITED STATES ABROAD.

Comparatively little interest is felt by Americans generally in what may be called the foreign relations of civil service reform. It is only within the last few years that many of them go abroad, and even since the increase of travel began, the number who visit the old world is small relatively to the mass who spend their lives at home. With so many matters of domestic concern pressing upon them and demanding attention, it is not strange that most of them look at our connections and relations in foreign countries with a theoretical or speculative curiosity rather than with the intense and practical interest which would become people who have a direct concern and a personal responsibility in the manner in which those relations and connections are maintained. Every intelligent citizen of course knows that he is represented by somebody in each of the capital cities and chief ports of Europe and Asia, but he seldom gives himself any trouble or feels any concern touching the character of his deputy, or the manner in which the duties of the position are discharged. If we ever spend a thought upon the subject, we at once take it for granted that it is all right, having been duly attended to by our rulers and representatives in Washington. It is certainly their duty to make it all right. Unfortunately the indifference of the people either reacts upon those exalted functionaries, or else springing from the people themselves, they are apt, at any rate liable in some degree, to sympathize in their unconcern. It would seem that only on some such theory can we account for the notoriously defective, not to say disreputable condition of the American representative service beyond the seas. We do not forget that the service has, and no doubt always has had, not only unexceptionable but creditable members; here the ancient saying applies, "one swallow maketh not summer." It has been authoritatively charged upon successive administrations, the fact can hardly be successfully disputed that, with the exception of the few highest appointments, the positions of the service in Europe have been regarded as convenient places wherewith to reward personal friends or partisan retainers who could not be safely or judiciously rewarded at home. With respect to the needful intellectual qualifications it was formerly usual to ask no embarrassing questions. We need hardly say, the testimony is overwhelming as to the injury in credit, dignity and dollars which the country has sustained from this source. Regarding responsibility for the fact, we can not make a more moderate or a more obvious comment than to say that such policy discloses an utter failure to understand our just relations to other countries and the mode in which they should be maintained.

But Europe is near us, and, besides, gives important aid in keeping up its communications with us on a right and profitable footing. If we wish to see our negligence in foreign matters glaringly exhibited, the defects of our apparatus for international intercourse most disgracefully illustrated, we must go farther East. Notwithstanding our long intercourse and important commerce with China, when we sent a Commissioner thither on inomentous business, we had to depend upon the American Board of Foreign Missions for interpreters through whom to communicate with the Chinese officials. But for servants of that venerable society such as DRS. PARKER and WELLS WILLIAMS, the Government of the United States would have been compelled in its transactions with the Mandarins, to borrow the services of men trained for the performance of diplomatic duties at the expense of the English or French or Danish or some other European power. It may, however, have been very important that these powers should not become acquainted with the purport of the transactions referred to. Ten years ago American influence was predominant in Japan. To maintain and to extend their influence indefinitely depended wholly on themselves, as they occupied a position of advantage which would have enabled them to defy the eager rivalry of other foreign powers. Fortunately Mr. HARRIS, a gentleman preeminently qualified for the position, became American Minister resident, and as the result of his tact and creations, his Government was constantly ron er d more and more respectable and powerful with the Japanese. What he accomplished, however, he effected without becoming countenance from Washington and in the face of difficulties which would have discouraged any other man. From an absurd application of economy, in a penny wise spirit, no arrangements were made for displaying and maintaining the dignity of the Government by suitable buildings; no provision was made for the education and training of young Americans in the language and customs of the country in the other ways carry on intercourse with the people in a manner accordant with Japanese notions of propriety. In spite of these drawbacks, while Mr. HARRIS remained, no foreign Minister commanded more respect, no foreign government was more potent there than the American. As if jealous of its own influence, it recalled the Minister who made it respected, and put in his place a man who had everything to learn. *He* in turn after a residence of four years was succeeded by a man who had everything to learn. We know not how well fitted either of them was for the place, but we do know that under the American system of rotation neither of them had any sufficient motive to sincerely try to master the knowledge and details necessary to a skillful performance of his duty. As each of them arrived at his post, he found no fixed establishment in harmony with the greatness and majesty of the power which he represented, no countryman already trained in Japanese diplomacy, familiar with the language and able to direct him in his new career. It seems incredible, but it is strictly true, that the American minister resident in Japan to-day, of course ignorant of the language, has no secretary of legation and no interpreter, so that he has to employ one or more of the Dutchmen or Prussians, or French, or Russians, or Portuguese, or English, or Danes, or other foreigners obnoxiated at the expense of their own government to aid him in maintaining his influence with the empire which Americans opened up to the commerce of the world. The minister must employ one of these rivals to interpret for him, or else trust to a Japanese. It is hard to tell in which case the greater risk of deception is incurred. In view of these facts no one needs wonder to hear that American influence in Japan has been steadily declining for the last eight years, while the influence of the great and small European powers has been steadily on the increase. The call from abroad for the reform of the civil service is as loud and urgent as the call at home.

THE FAITHLESS.

It was Mr. ROSS who offered the amendment providing that the Fee Bill should not affect any officers elected previous to January first, 1871. In other words, that Prothonotary Ross and Coroner WEST, who were elected last fall, shall hold their full terms of three years, and collect and use all the fees pertaining to their respective offices. When Mr. ROSS was before the people, and was asked by the committee to pledge himself to carry out the resolutions of the convention requiring the reduction of the salaries of county officers "to a just and reasonable compensation," he pledged himself in these words:

"I heartily indorse these resolutions, and I hereby pledge myself, if elected Prothonotary of Allegheny county at large, to abide by and sustain them, to the best of my ability, in every particular."

Mr. ROSS and Mr. WEST made precisely similar pledges, and accepted their offices with the full understand and understanding that their fees might be reduced.

Now Mr. ROSS, having pledged himself to sustain the objects of the resolutions *in every particular*, ought to explain wherein those objects were not justly applicable to the officers elected last fall.

At present writing we cannot tell how each member voted, and Mr. ROSS may not have acted any more inconsistently with his pledges than other members did with theirs, but our dispatches give him the credit of moving the exemption of *all* officers now incumbent, and the amendment was passed. In other words, the bill, as passed, relieves no salaried officers, and applies to nobody. It will not affect the Sheriff, the Clerk of the Courts, the Recorder, and some other officers, for nearly two years; and it will not affect the Prothonotary and Coroner for three years! What a mockery of the people this seems to be! How like a sham the whole thing appears! A bill to reduce salaries one year hence, two years hence, three years hence—but not now! A bill to redeem pledges for immediate reform, made to the people, from which the people are to derive not one cent of present advantage! Such is "reform within the party."

If our Representatives cannot approach any nearer to the "letter and spirit" of their pledges than is indicated in the bill as it passed the House, then, indeed, the people will have reaped but a barren victory. If men, with their obligations fresh upon their consciences, and the eyes of the people upon them, can redeem their pledges in this way, and escape condemnation, how easy it will be—nay, how popular—for them, or others, to repeal the bill altogether a year hence?

HOW NOT TO DO IT AGAIN.

The Allegheny delegation in Harrisburg are demonstrating to a nicety how not to do it, in regard to the honest fulfillment of their pledges touching Reform in the county offices.

In the first place they tried hard to repudiate their pledges in toto; but popular indignation was too strong for them—they had not their courage to do in a straightout manner what they felt in their hearts, and what the leaders urged them to do. They next addressed themselves to finding an indirect way to accomplish their purpose: and, judging from the House proceedings Tuesday, they have been tolerably successful. After agreeing on a Reform Bill, *they make it applicable one, two and three years hence! Meanwhile the law, on the plea of some imperfections, which might just as well be guarded against now, will be repealed.*

On this we can rely with a certainty. It is a bungling piece of legerdemain, but entirely characteristic.

We have a certain fixed faith in the intelligence and honesty of the masses of the people, and are entirely confident that they will see right through this piece of jugglery.

Look at the prominent facts. To save themselves from the humiliating defeat which stared them in the face, the present delegation and all their associate candidates, as well as the "Regular" leaders of the party, in the most solemn manner bound themselves to proceed at once to reform the fees, including the fees and salaries of the county officers. In every conceivable manner did they commit themselves to this policy, and succeeded in making the people trust them once more. In word and spirit the agreement was that the Reform should be immediate as well as thorough—applicable to those then running for office. When it becomes necessary to act, when they must either fulfil or repudiate these solemn pledges, they tried to repudiate, open and shamelessly, but difficulty was experienced on the part of some in screwing their courage up to the sticking point. Those in office were not fond of the pickings and stealings to give them up—and give them up they will not; and so the Reform is made applicable to those who may come after them, if the law is not in the meantime repealed, and repeal has already become one of the cardinal virtues of these pledge-takers and pledge-breakers.

And so there is to be no Reform; the same old expenses, abuses, pickings and stealings are to go on just as before, the pledge-takers and pledge-breakers, the "Regular" leaders, Committee men and whippers-in comforting themselves that the people of Allegheny will never mind it, but submit to be lied to, cheated, plundered and ridden in future just as they have been in the past.

It remains to be seen whether the people of Allegheny will thus submit to wrong and falsehood, or will rise in indignation against their betrayers the first opportunity that offers.

THE New York *Leader* sets out to prove that exercise is not conducive to good health, and cites that Senator SUMNER at Washington is more robust and healthier than ever he was when free, and also refers to that youth who was hung up in Vermont last month, and though he had been closely confined to his cell a whole year, with no exercise whatever, yet he never was in better bodily health than he was when he was brought out to be hung. Herein it finds an awful warning, for it says: "After twelve months of healthful quiet, the very first violent exercise taken by this unhappy young man 'broke his neck'." The moral must be for everybody to go to prison but to avoid getting hung."

A NEW YORK letter says: "If Secretary BOUTWELL had been in Wall street this afternoon he would not have felt flattered by the commentaries there on his persistent opposition to the repeal of the income tax." Mr. BOUTWELL's letter proves that he has the will to stick, when sticking is not much of a virtue. He says the country cannot safely cut off what is realized under the income tax law. Very well; put it on somewhere else, and pay respectful deference to the universal protest against the odious character of this law, which is everywhere felt to be unjust in its operation, a device which makes men dishonest, and an indescribable annoyance. Mr. BOUTWELL never heeds the fact that it is not so much the tax itself as the manner of imposing it; as if it were of no consequence how the goose is plucked, if he's only well plucked. If Mr. BOUTWELL or anybody else in the Government has made up his mind to disregard this very proper protest, let him be assured that there exists a very general disposition to find a way to cause to be given to it respectful attention. This idea enters a good way into the politics of the country just now, and is not likely to grow less in the future.

OBSTRUCTIONS TO REFORMS—THE BAR AND THE INCUMBENTS.

To the Editor of the Pittsburgh Commercial:

The attention of the writer of this communication was drawn, a few days ago, to your remarks on the protest of sundry members of the bar of this county against the pending bill for limiting the compensation of county officers.

To so much of that protest as declares it to be impracticable, and in many cases amounting to a denial of justice, I see nothing to object. The bill itself was obviously not the work of a lawyer, who would have known, of course, that the payment of fees in advance, as a condition of official service, would, if at all practicable, have seriously obstructed the administration of justice, and that a simple provision of a single section or two, in accordance with past practice in this State, as well as in the Federal Government—requiring the officer to keep an account of his receipts, and pay over annually the excess above such sum as might be thought sufficient, be giving security, of course, to the county therefor —was all that was wanted to accomplish the professed object of reduction and reform.

When those very respectable gentlemen undertake, however, to say—as they do, with great emphasis—that the measure "*certainly* should not apply to the present incumbents," they make another question—one of respect to the interests of individuals as a ground for the postponement of a salutary measure of public reform—on which the people would be glad to hear their reasons.

They do not find them "certainly" in the resolutions of the convention, which this bill was professedly intended to carry out. Some of these gentlemen were themselves, if I mistake not, leading and active members of that convention, and not dissenting, so far as outsiders know, from its express declaration that the present extravagant emoluments of office ought to be curtailed in order that the people "might be relieved as *early* as possible" from the burden.

Did the convention then except, or intend to except, the few favored individuals who happened to be then in the enjoyment of these extravagant emoluments, or do these gentlemen mean to assert, or to say either that it is not "possible" to interfere with these incumbents, or that to allow them to hang on like leeches till they drop off, not by *replevin*—but in the very natural and ordinarily due but by official *death*, is to keep the word of promise to the *ear*, by relieving the people "as quickly as possible."

It will not be pretended, I think, that there was any such exceptions, either actual or intended, or that to have the cause of public reform halting and waiting for one, two, or three years upon the interests of individuals, like Mr. Somebody, at Louisville, at Richmond, Va., at Springfield, Ohio, $3,000. The offices filled by women are reported at Washington as among the best managed under the Government.

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Olive Logan explains that it is not so much the Fourth Constitutional Amendment that keeps from fishing on Sunday, as the fact that people would have to pay to hear her.

Another child of Queen Victoria is to marry a person, not only not of royal blood, but not even of the nobility. At least the report is that the Duke of Edinburgh will, on his return from his present tour, marry the daughter of a wealthy London brewer, who will start them in housekeeping with no less than twenty-five millions of dollars!

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The British Medical Journal says men of science are all aware that to produce anæsthesia by any known fluid evaporating from a handkerchief is a comparatively slow process, and one which is at best imperfect when we have not the ready and intelligent co-operation of the subject except in children, whose lond cries lead to deeper inhalation and more rapid insensibility. With this view, it naturally occurs to them "how is it that only people who are mysteriously robbed can be rendered instantaneously insensible by chloroform or other anæsthetic vapors?"

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THE PENNSYLVANIA RAILROAD BUREAU.

Rumor of the Greatest Consolidation Scheme Yet.

A dispatch from Steubenville, Ohio, to the Cincinnati *Commercial* in regard to the annual meeting of the Pittsburgh, Cincinnati and St. Louis Railway, says:

"Governor Dennison, Robert Sherrard, Jr., and Thomas Mears are supplanted by Scott, of the Pennsylvania Central, McCullough, of the Fort Wayne and Chicago Railroads, and Thaw, of the Union Line monopoly. It is rumored here that this is the prelude to one of the greatest railroad outrages of the time, and that neither of the Governors will have any participancy in it. Hugh J. Jewett will not serve on the new board, and Judge Jewett, now President, will decline re-election, in view of the movement which he will not sanction or approve.

Under recent Pennsylvania legislation, Scott, McCullough, and others have formed a new railroad corporation known, or to be known, as the Pennsylvania Railroad Bureau, which is to control the leased lines of the Pittsburgh Central West of Pittsburgh, being the Fort Wayne and Chicago and its leased lines, and the Ohio Line, and the Indiana Line. The stock of this corporation is nominally $12,000,000, $6,000,000 of which is to be held by the Pittsburgh Central for its interest in these leases, all of which have from ninety-five to ninety-eight years to run, and which are to be turned over to this corporation and its successors.

It is said the Philadelphia meeting, where the execution of this scheme was determined, was quite stormy, and that Judge Jewett warmly protested against an injustice which would forever dash the hope of dividends, the stockholders of the old Steubenville and Indiana Railroad, and the Pittsburgh and Lorne married in Lent. Lorne married in Lent.

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THE COMMERCIAL.

[From the Methodist Record, Springfield, O.]

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Preadamite Pennsylvania.

[From the Philadelphia Press.]

The scientific circles of our city have been much exercised of late by the discovery of a cave in the limestone region of Chester county, filled with remains of vertebrate animals of the post-pliocene era. An especial interest is attached to this matter from the fact that paleontologists have failed to discover what became of the animals and vegetables which existed in the continent just previous to that which now exists. Although we have on our continent over one thousand species of vertebrated animals—and no doubt quite as many existed in the anterior period referred to—only some forty in all have been discovered. The idea is that some tremendous convulsion, of which geologists have failed so far to write, swept the whole away.

In that case, however, the remains of more vertebrates have been discovered than the whole total known before. Some of these are quite new species, before unknown, and all, with the exception of one, are not known to have existed within modern times. This one is a rabbit. So far, no difference can be detected between this and our present species. Amongst the remains are some of gigantic sloths, raptors, and some ruminants as large as our cows, snakes, and, most wonderful of all, a mastodon. How this monster got into the cave is a mystery, as the entrance is evidently not large enough for him. Professor Cope, of whose remarks at the Academy of Natural Sciences last evening we are giving an abstract, thinks that the animals, or another he must have "fallen through the roof," which, before the shaly matter on the top was deposited by the supposed convulsion before noted, must have been very thin. Though small in size, not the least in interest are the fossil remains of bugs. Professor Cope said that with the exception of some recently found by Professor Hayden in Nebraska, no such remains of insects had hitherto been found. Amongst the remains in the cave are also birds, worms and other lives all long lost to the modern world.

Professor Cope pointed out the fact that the remains of the geologic period preceding that of these remains had an unmistakable Asiatic origin, while those of the latter, and others of the post-pliocene era here discovered, evidently came from the southwest. He suggested from this additional proof that this country was at one time connected by land with Asia; that subsequently Behring Straits were formed, and cut off emigration here, and perhaps the same convulsion which formed the straits destroyed everything living here. There was then no chance to reanimate this exclusive tract except by an emigration from the south. Professor Cope added that the cave had not yet been fully investigated, and that explorations were still going on with the prospect of many more valuable discoveries.

THE Ecclesiastical Court which tried Rev. Charles Edward Cheney, of Chicago, met on Monday and rendered a verdict, suspending him from his ministerial functions until such time as he may give assurance to Bishop Whitehouse of contrition for past omissions, and conformity in future in the matters wherein he offended. The severity of the sentence is the theme of much comment. It is reported that Mr. Cheney will continue to act as rector of Christ Church, despite this decree of suspension, and that his congregation will stand by him.

THERE seems to be a probability after all that we shall have a Darien Canal—that the cutting the Gordian knot there, proposed by Napoleon III., is practicable. It is reported that Captain Selfridge, of the exploring expedition, has discovered a route for the canal, commencing near the mouth of the Atrato river, and the highest point to be cut through being only on the level of the ocean. But even this elevation will be a good deal less than a tunnel, and the only serious question of money will be something enormous. Notwithstanding this, a canal is one of those things that will have to be done—not only America but the whole world wants it.

The Reading *Eagle* of the 3d says: Yesterday afternoon a sad occurrence took place near Rockland Furnace, in Rockland township, which resulted in the death of Mrs. Augustus Weil. While her husband, Mr. A. Weil, was engaged in repairing the public road, was away from home, she went up stairs and spread a feather bed on the floor and placed a stool near it, then seated herself on the feather bed and took her husband's razor out of the case, laid the case on the stool, and cut a gash in her throat from ear to ear, closed the razor and placed it beside of its case, and then fell backward and died. She was the mother of eight children and was enciente. She was the daughter of Jacob Frederick of Rockland township, and was a very faithful and thrifty wife. She had been, however, occasionally afflicted with spells of melancholy, and was, no doubt, at the time the fatal act was committed, insane.

It is said that one-half of the iron ore raised in the Marquette region of Lake Superior is smelted in Ohio, and that one-third of all the iron mined on Lake Superior is smelted with Ohio coal.

GENERAL AND PARTICULAR.

The new census of New York city is completed and gives 944,104 population, an increase of 17,763 names over the previous enumeration.

Chicago built an expensive city prison for the wretches given ten or twenty days sentences by the police courts for petty offenses. But Chicago wanted the prisoners to work and to pay their way, and that would be impossible on such short sentences. So the city fathers have passed an ordinance, empowering police justices to sentence vagrant and petty offenders to two years' labor in the Prison.

Mr. Eggleston, informs the New York Lyceum, of Natural History, that he has examined a sample of the supposed new mineral found near Lake Superior —an alloy of nickel and silver, twenty-five parts nickel—and considered it merely a mixture such as is often found in Germany. He had also examined the supposed sample of meerschaum from Rhode Island, and found it to be common clay. Professor Edwards mentioned the finding by him of a young alligator, in a stream near Spuyten Duyvil.

Now that all the telegraphing between the United States and Europe is done on the French cable at increased rates, the gross receipts are higher than before. The American end sends the most dispatches.

It is sometimes important to be able to determine whether burnt paper belonged originally to bank notes or ordinary writing paper; and it is stated in a Russian journal that, if the substance to be tested be calcined in a covered platinum crucible, and the ashes carefully examined by means of a lens, the printed figures, letters and sometimes entire words, or the ornamentation of bank notes, can be readily recognized.

A romantic story comes from the African diamond fields. A lovely looking Kaffraria girl went to a young Englishman's claim and began hunting for diamonds. He was too gallant to drive away a girl, and when she picked up a beauty of a gem, he promptly offered his hand in marriage, and vows he will introduce his wife to his gentle English family as an African Princess.

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Now Orleans thinks it will be able to raise $5,000 for the family of the late Chief Justice Taney. One lawyer heads the subscription list with $500.

Such a remarkable resemblance does Gen. Manteuffel's face bear to Grant, a Prussian and American lecturers have frequently taken him for the "Pathfinder."

The charge of Fremont's body-guard at Springfield, Mo., under Major Zagonyi, is famous because it was at the beginning of the war. Zagonyi, it is said, is keeping a cigar shop in Pesth, Hungary.

The Bishop of London and the Archbishop of Canterbury have told Queen Victoria that it would never do to have the Princess Louise and the Marquis of Lorne married in Lent.

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Preadamite Pennsylvania.

[From the Philadelphia Press.]

The scientific circles of our city have been much exercised of late by the discovery of a cave in the limestone region of Chester county, filled with remains of vertebrate animals of the post-pliocene era. An especial interest is attached to this matter from the fact that paleontologists have failed to discover what became of the animals and vegetables which existed in the continent just previous to that which now exists. Although we have on our continent over one thousand species of vertebrated animals—and no doubt quite as many existed in the anterior period referred to—only some forty in all have been discovered. The idea is that some tremendous convulsion, of which geologists have failed so far to write, swept the whole away.

In that case, however, the remains of more vertebrates have been discovered than the whole total known before. Some of these are quite new species, before unknown, and all, with the exception of one, are not known to have existed within modern times. This one is a rabbit. So far, no difference can be detected between this and our present species. Amongst the remains are some of gigantic sloths, raptors, and some ruminants as large as our cows, snakes, and, most wonderful of all, a mastodon. How this monster got into the cave is a mystery, as the entrance is evidently not large enough for him. Professor Cope, of whose remarks at the Academy of Natural Sciences last evening we are giving an abstract, thinks that the animals, or another he must have "fallen through the roof," which, before the shaly matter on the top was deposited by the supposed convulsion before noted, must have been very thin. Though small in size, not the least in interest are the fossil remains of bugs. Professor Cope said that with the exception of some recently found by Professor Hayden in Nebraska, no such remains of insects had hitherto been found. Amongst the remains in the cave are also birds, worms and other lives all long lost to the modern world.

Professor Cope pointed out the fact that the remains of the geologic period preceding that of these remains had an unmistakable Asiatic origin, while those of the latter, and others of the post-pliocene era here discovered, evidently came from the southwest. He suggested from this additional proof that this country was at one time connected by land with Asia; that subsequently Behring Straits were formed, and cut off emigration here, and perhaps the same convulsion which formed the straits destroyed everything living here. There was then no chance to reanimate this exclusive tract except by an emigration from the south. Professor Cope added that the cave had not yet been fully investigated, and that explorations were still going on with the prospect of many more valuable discoveries.

THE Ecclesiastical Court which tried Rev. Charles Edward Cheney, of Chicago, met on Monday and rendered a verdict, suspending him from his ministerial functions until such time as he may give assurance to Bishop Whitehouse of contrition for past omissions, and conformity in future in the matters wherein he offended. The severity of the sentence is the theme of much comment. It is reported that Mr. Cheney will continue to act as rector of Christ Church, despite this decree of suspension, and that his congregation will stand by him.

THERE seems to be a probability after all that we shall have a Darien Canal—that the cutting the Gordian knot there, proposed by Napoleon III., is practicable. It is reported that Captain Selfridge, of the exploring expedition, has discovered a route for the canal, commencing near the mouth of the Atrato river, and the highest point to be cut through being only on the level of the ocean. But even this elevation will be a good deal less than a tunnel, and the only serious question of money will be something enormous. Notwithstanding this, a canal is one of those things that will have to be done—not only America but the whole world wants it.

The Reading *Eagle* of the 3d says: Yesterday afternoon a sad occurrence took place near Rockland Furnace, in Rockland township, which resulted in the death of Mrs. Augustus Weil. While her husband, Mr. A. Weil, was engaged in repairing the public road, was away from home, she went up stairs and spread a feather bed on the floor and placed a stool near it, then seated herself on the feather bed and took her husband's razor out of the case, laid the case on the stool, and cut a gash in her throat from ear to ear, closed the razor and placed it beside of its case, and then fell backward and died. She was the mother of eight children and was enciente. She was the daughter of Jacob Frederick of Rockland township, and was a very faithful and thrifty wife. She had been, however, occasionally afflicted with spells of melancholy, and was, no doubt, at the time the fatal act was committed, insane.

ALLIANCE, OHIO.

Its Situation, Growth and Advantages—Its Great Capabilities as a Manufacturing Town.

Special Correspondence of the Pittsburgh Commercial.

ALLIANCE, OHIO, February 7, 1871.

Of the eighty-eight counties in Ohio there is none without large cities in its borders that surpasses "Old Molly Stark" in population or wealth, and indeed only four counties in all exceed this same Stark in these respects. With iron, coal, clay, limestone and abundance of mineral wealth under the ground, on the surface there is a rich and inexhaustible soil, unsurpassed anywhere in productive qualities. Indeed, the great natural resources of this county are but at the beginning of their development, and of the large towns within its borders that must be the centers of the enterprise which are to make the wealth of these reservoirs of wealth, Alliance must be accorded a front rank, both on account of its advantages of position and the enterprise of its people. Several days sojourn here has impressed me with the truth of the saying, "What everybody says must be true." Everywhere in Ohio you will find Alliance held up as a model town for enterprise among its people, and I believe this prevalent opinion to be well founded.

SITUATION AND GROWTH.

This town is situated in Stark county, about fifty miles south of Cleveland, and eighty miles west of Pittsburgh, Pa., at the crossing of the Pittsburgh, Fort Wayne and Chicago, and the Cleveland, Pittsburgh and Wheeling Railroads, thus possessing excellent railroad facilities in all directions. During the last few years its growth has been more rapid than that of almost any town in the State, and it now has about six thousand inhabitants. Successful manufactures have brought in this new population, which is of a most substantial character, being industrious, thriving and intelligent.

RELIGION.

This is a religious people. There are ten churches in town, viz: Episcopal Methodist, Baptist, Presbyterians, Disciple, Lutheran, Welsh Methodist, Welsh Congregational, United Brethren, Friends and Roman Catholic, among whom the best of feeling exists; for true toleration is a part of the belief of this community.

EDUCATION.

It is a rare thing to find a town so thoroughly in earnest in the matter of providing plenty of the best facilities for education. Not only are the Union schools equal in point to the best in Ohio, and located in three fine buildings, but there are also two well endowed colleges, in full and successful operation. Each institution has a Primary School,

Jas. T. Brady & Co.,

(Successors to S. Jones & Co.,)

Corner Wood and Fourth Avenue,

BANKERS,

BUY AND SELL ALL KINDS OF

Government Securities,

GOLD, SILVER AND COUPONS,

ON MOST FAVORABLE TERMS.

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JAS. T. BRADY & CO.

IRA B. M'VAY & CO.,

Cor. Fourth Ave. and Smithfield St.,

BANKERS,

DEALERS IN

Government Securities

AND

GOLD,

WE DRAW BILLS OF EXCHANGE ON

JAY COOKE, McCULLOCH & CO.,

LONDON.

IRA B. M'VAY & CO.

FINANCE AND TRADE

WEDNESDAY EVENING, February 8, 1871.

There is no change in the condition of the local money market. An active demand for loans still characterizes its operations, and the supply of loanable means is hardly up to the wants of regular customers. We notice a good deal of paper on the market, which is very difficult to place at any moderate rate. Private lenders are exceedingly shy of promissory notes.

—There is a light business doing in local stocks, without much change in prices. Exchange National Bank shares sold at 71 and Merchants at 70; a small lot of Pittsburgh and Connellsville Railroad stock sold at 29½—which was below the price obtained a few months ago. Columbia oil stock is quite firm at 173@175. It is said that the daily yield of the former is 634 barrels.

—Messrs. Ira B. McVay & Co. report the following quotations of Government bonds in New York today, as furnished them by Jay Cooke & Co., their correspondents:

	Morning	Noon.	Closg.
U. S. Bonds of 1881	113¾	113¾	113¾
U. S. Bonds of 1862	111¾	111¾	111¾
U. S. Bonds of 1864	110¾	110¾	110¾
U. S. Bonds of 1865	110½	110½	110½
U. S. Bonds of 1865 (new)	109½	109½	109½
U. S. Bonds of 1867	109½	109½	109½
U. S. Bonds of 1868	109½	109½	109¾
10-40s	109½	109½	109½
Gold	111¾	111¾	111¾

James T. Brady & Co., corner of Fourth avenue and Wood street, quote United States securities in New York to-day as follows:

Gold	111¾
United States 6s of 1881	113¾
United States 5-20s of 1862	111¾
United States 5-20s of 1864	110¾
United States 5-20s of 1865	110½
United States 10-40s	109½
United States 5-20s, January and July, 1865	109½
United States 5-20s, January and July, 1867	109½
United States 5-20s, January and July, 1868	109½
United Pacific Railroad	79½
Central Pacific Railroad	90½
Currency Pacifics	109

—The New York *World* of yesterday says: The scarcity of commercial foreign bills of exchange in the face of an increase of nearly fifty per cent. in the quantity of cotton exported, the figures being 1,092,746 bales exported this year against 870,351 bales for the corresponding period of last year, is causing considerable discussion in regard to the future course of the foreign exchange and gold markets. The importations are greater in amount than they were last year, the total at this port being $39,-516,160 since January 1, against $26,670,831 last year and $20,126,362 in 1869. Last year our cotton exports realized about $60,000,000 more in money for the same number of bales than the same will likely to be this year. The shipments of bonds and other securities to Europe were estimated at not less than $100,000,000 for the year ending July, 1870. Since the Franco-German war commenced in July last, more bonds have been returned from Europe than we have shipped there. The question then arises as to what we shall export to Europe in the place of the decrease in the value of cotton and bonds exported, providing our importations are not decreased, of which there seems to be no immediate prospect.

—The Chicago *Tribune* says: There has been considerable speculative excitement in the grain markets, and grain operators have composed the largest class of borrowers. Wheat is the speculative specialty, and the following shows the comparative movements of this and the Liverpool market since January 1:

	December 31.	February 4.
Liverpool per cental	1 10	1 10
Chicago (per bushel)	$1 08	$1 24

The foregoing shows that the advance in Liverpool since the beginning of the year has been one shilling per central, equal to 12c in American gold, or 14½c in currency per bushel. The advance in Liverpool had induced an advance here of about 22c per bushel, at the price in this market on Thursday of this week, but, after the receipt of the last two days to 21 24 per bushel, the advance compared with the price at the beginning of the year is 16c per bushel in Chicago, against 14½c per bushel in Liverpool. It must be remembered, however, that 1s per central in Liverpool is equivalent to $1 60 per bushel in American gold, or $1 77 per bushel in currency, and that the total expenses of shipment to Liverpool, and sale there, is equal to over 70c currency per bushel.

—The railway list at the New York Stock Exchange to-day was rather tame and fluctuations light. New York Central, 93½, 93¾, 93½ and 93¾; Erie, 21¼, 21¾ and 21¾; Reading, 98¼, 98¾, 98½ and 98¾; Michigan Shore, 94¾, 94, 94 and 94¾; Northwestern, 74⅝, 84⅞, 74⅝, 84⅞, 74⅝, 84⅞, and 75, 84⅝; Rock Island, 106⅝, 106¾, 106⅝, 106⅝; St. Paul, 53¼, 74⅝, 53¼, 74⅝, 53¼, 74⅝; Ohio and Mississippi, 35¼, 35¾, 35¼, 35¾.

—Messrs. Bowen & Fox, brokers and members of the Philadelphia Stock Exchange, furnish the following quotations of the closing prices to-day of the most active stocks:

Pennsylvania Central	61¾
Philadelphia and Erie	34½
Lehigh Navigation	58¼
Catawissa preferred	28¾
Oil Creek and Allegheny Railroad	46½
Lehigh Valley Railroad	60
North Pennsylvania Railroad	44
Lehigh and Susquehanna Railroad	117½
Schuylkill Navigation	17
Reading	99¾

The *Ledger*, in its money article yesterday morning, makes the following revelation: Considerable anxiety was manifested on Third street of the last three or four days by the discovery of pretty heavy amounts of forged paper in the hands of several of our banks. These notes are mostly among the drug men, one of which purports to have been drawn by Russell & Landis, one by O. S. Janney & Co., and others, we understand, on parties nearly related to the perpetrator of the forgeries, who is a young gentleman of culture, engaged in active business on his own account. The whole amount of this fraudulent paper issued has been discovered and traced yesterday, does not probably, exceed $25,000 or $30,000.

—JAMES W. KINSLEY, dealer in Government, State and Municipal Bonds; Railroad, Bank, Insurance and Miscellaneous Stocks. Represented daily at the New York Stock Exchange. Buys and sells stocks both on a margin for the same commission and on the same terms as the New York brokers. Money to loan in sums of $500 and upwards on collateral or well indorsed promissory notes, or on mortgages on city or Allegheny county real estate.

PRODUCE AND GENERAL MARKETS.

OFFICE OF THE PITTSBURGH COMMERCIAL, } WEDNESDAY, February 8, 1871. }

REMARKS.—After a slight fall of snow last night the weather "turned warm," the snow disappeared, and left the streets in anything but a good condition for pedestrians. With regard to the markets, we have no changes to note in prices. Generally speaking, the demand is reported, with ample stocks and bright anticipations for the coming spring opening. By reference to the imports in another column it will be noticed that the leading grocers and flour dealers of this merchants, etc., are largely augmenting their stocks. Grain is coming in freely and prices are weak at quotations.

The following are the receipts of the leading articles of produce for the past two weeks, which will be found useful for reference:

	Last week.	This week.	Total.
Flour, bbls	7,245	8,438	15,683
Apples, bbls	657	1,256	1,913
Cheese, boxes	292	812	514
Corn, sacks	4,000	3,800	8,077
Wheat, sacks	6,624	9,064	15,788
Barley, sacks	2,700	11,264	13,964
Rye, sacks	1,402	1,100	2,502
Oats, sacks	4,248	4,800	9,148
Butter, packages	253	447	700
Bulk meats, pieces	1,975	5,011	6,986
Bacon, tierces	157	357	514

Below are the wholesale prices in cases otherwise noted:

APPLE BUTTER.—The market is well supplied. We note 1-gal. buckets at $10 50 ₩ doz.; ½ gallon, 6c ₩ lb.

ASHES.—The market contains a in fair supply. Sales soda ash, common, 4¾ per cent., 2½c; refined, 75 per cent., 3½@4c; potash, 70@74 per cent., pearls, 9¼@9½ ₩ lbs.

APPLES.—The current prices were $4 00@4 50 ₩ bbl. choice selected $5 50 ₩ bbl. Receipts 1,256 bbls.

BUTTER.—The market contains a fair supply, the receipts being 36 packages; sales are regularly made at the following ruling prices: Strictly prime roll, 29@30c; choice 10s 26@28c; common to medium 20@25c.

BAR LEAD.—Sales in a small way at 10@12c ₩ lb.

BROOM CORN.—Supply liberal, sales at 5@6½c ₩ lb.

BEANS.—Small navy $2 00 ₩ bushel; others as per quality, $1 75.

BEESWAX.—Market firm; sales at 30@31c ₩ lb.

BAKING POWDER.—Banner, 4 oz. cans, $1 75; 7-lb cans, $3 25; 1-lb cans, $6; 5-lb cans, $30.

BIRDS, CHEAP FOR THE.—The supply is heavy, and prices unchanged; sales at $2 25@2 50 ₩ doz.

BACON AND PROVISIONS.—We are reported a fair trade demand. Prices are unchanged, with ample stocks of prime quality. We quote: Shoulders, hams, 10@10½c; sugar-cured, 11@11½c; breakfast, 12¼c; clear do, 13½c. Breakfast bacon, 16½c. Hams, plain, 16c; sugar cured, 17c. Mess pork, $23@23 50 ₩ bbl. Dried beef, 19c. Lard—Common steam, 13c; Cincinnati kettle rendered, 13½@14c Chicago and Cincinnati extra No. 1, leaf, 15c; strained lard oil, 1 gallon, $1 16.

CHEESE.—There is a fair inquiry for a good article, and we quote Western Reserve at 14@14½c; Ohio Factory 13@13½c; Ohio Scotch, 16c; New York factory, 14@14½c; Skimmed, 7@8c.

CORN MEAL.—Market well supplied; sales at 90 ₩c ₩ bushel.

CHROME.—Sales at $7, $8@10 ₩ bbl.

CONCENTRATED LYE.—Pennsylvania $6 36@6 50; Philadelphia $5 75.

CARBON OIL.—Sales standard brands at 22½@24c by car load. Small lots higher.

CEMENT.—Sales of Louisville hydraulic at $3@3 50 ₩ barrel. Pyramix hydraulic ₩ quart 75 ₩ barrel.

CANDLES.—Supply fair; market at 12½c; star, full weight, 20c; short weight, 17c; stearine 18@19c ₩ lb.

CRANBERRIES.—The market was steady with a good trade demand. The extreme ranges of prices are $10 @15 per barrel, the latter for Sackett's Belle berries.

COAL.—The supply is large and was sufficient for all ordinary purposes. We note sales at Eastern anthracite at $5@5 50 ₩ ton.

DRIED ROOTS.—The market is about played out, and will scarcely be reported sales in a small way at 5@6c.

DRIED FRUIT.—There is a fair inquiry, and we are reported sales as follows: Quarters 9@9½c; choice halves, 12@13c; peeled, 22@25c. Apples, sliced plenty and dull at 7@7½c for bright, and 9c for sliced. Dried blackberries, 12@13c; pitted cherries 25c ₩ lb; unpitted do, 15c.

EGGS.—Are more plentiful, and prices lower; fresh sold at 27@28c ₩ dozen; packed, 24@25c.

FLOUR.—We have no change to make in prices, receipts since our last, 714 bbls. We quote: Choice white wheat in bbls, $7 50@7 75; choice do do, good brands white wheat, $7@7 25 in sacks, 10c less; choice Minnesota, for bakers' use, $7 25; choice Minnesota family, $8 00. Mill rates: National, (white wheat in barrels $7 00; in sacks $7 60; Pan Handle, (Southern winter) in barrels $7 00, in sacks $6 90; Morning Glory, in barrels $6 80, in sacks $6 50; Palmetto, in barrels, $6 50, in sacks $6 75.

GRAIN.—The market continues to move along steadily, with a fair demand for certain descriptions, while all other kinds were neglected, attracting only a limited amount of attention, prices in most instances being governed altogether by the receipts. Since our last the following lots were received: Oats, 1,876 sacks; rye, 946 sacks; barley, 723 sacks; wheat, 1,093 sacks; corn, 544 sacks. So far as relates to prices, we have but few changes to record. Wheat—Prices appear to hold their own; still buyers are not free purchasers just now. They consider wheat relatively higher than flour. We quote nominally as follows: Fair to choice red, $1 35 @1 40; white, $1 45@1 50, per bushel. Oats continue steady and in limited demand, with further sales reported on the landing and from depot at 47@48. Store rates in a regular way 53@55c. Corn—Receipts and transactions light, with a limited stock to operate with. We continue to quote car at 60@63c for mixed to prime yellow in bulk, shelled better inquired; prices are unchanged. Rye, constantly steady, with a fair demand for medium sized lots; prices are without change; holders being not disposed to make concessions under the present rates. We quote nominally at 90@95c. Barley—The market continues dull; buyers refuse to pay the present rates, whilst holders decline making sufficient concessions. The receipts are a trifle still, with nominal figures; spring sold at fall 90@95c ₩ bush.

FOREIGN FRUITS.—We are reported sales currants at full 11½c ₩ lb; prunes, 11@12c; Valencia raisins 15c@16c; layer raisins $3 75 per box.

FEATHERS.—There was a fair demand, and sales regularly made as follows: Live geese feathers No 1 for the trade 80 ₩ lb; 85c in a small way.

GOOD CIGARS.—We are receiving new brands daily made to the stock on hand. Prices are unchanged, and we quote:

Raw Sugars—Choice 11¾c; prime 11¼c; good 10¾c; fair 9¾c. Porto Rico—Choice 11¾c; prime 11c; good 10½c.

Refined Sugars—Hards 15c. A coffee 14c. B coffee 13½c; extra C 13¼c; yellow 13c@13¼c. Demerara, boxes, white, 12½c ₩ lb.

Syrups—H and E sac; white honey 75c; silver drips 60c; extra Im and Im 55c; lower grade 40 to 50c.

New Orleans Molasses—Good 66c; prime 70c; choice 76c.

Coffees—Strictly prime 19½c; prime 18½c; good 16@17c; fair 15@16½c; roasted in packages daily made to the stock on hand. Prices are unchanged, and we quote:

Teas—Fancy young Hyson $1 50; prime $1 25; fair $1 00; lower grades down to 70c; G. P. fancy $1 40; good $1 30; prime $1 25; fair $1 10@1 20; Imperial $1 40; good $1 25; fair $1 00; Oolong fancy $1 25; good 80c; fair 70c; Souchong fancy $1 00; good 90c; fair 70@80c; Japan fancy $1 00; good 90c; fair 75c.

Spices—Grain pepper 21c. Pimento 17c. Cloves 50c. Cassia 60c.

Rice—Sales of choice Carolina at 8½c; prime 8c; good 7½c.

HAY.—Receipts are increasing; sales of baled at $14@16 per ton; wagon lots $12@14@17.

HIDES AND SKINS.—Sales at 8c@9c ₩ lb.

HOMINY.—We are noted sales in a regular way at $3 25 for regular; extra $3 50@3 75 ₩ bbl.

HOPS.—Sales of new crop at 21@24c ₩ lb.

LIME.—Market well supplied; sales of Cleveland white at $2 25. Eastern $1 75 ₩ bbl.

LARD OIL.—We are reported sales at the following: Pittsburgh No. 1 $1 12; No. 2 85@85c. Cincinnati and Chicago winter strained $1 15 gallon.

MILL FEED.—The stock on hand is ample and the demand fair; sales middlings at $1 50@1 75 ₩ cwt.

MOTTLING.—We quote as follows: Dressed chickens 12@14c ₩ lb; turkeys 16@18c ₩ lb.

POTATOES.—The supply is ample up to the demand; sales from first hands at $1 15@1 20 per bush; store at $1 25@1 30.

PEANUTS.—Supply and demand fair; sales at 6@8c for new Tennessee.

ROYAL BAKING POWDER.—We are reported sales of the cans $1 50; ½s $3 00; 1s $6 00 per dozen.

RAGS.—Regular sales at 3½@4c per lb.

SUMAC.—Sales of Tennessee at 4½c ₩ lb.

SALT.—Sales by the car load at $1 60@1 65; the usual advance from store.

SEEDS.—There is more inquiry and clover seed is held somewhat firmly at $6 50@6 75; timothy $5 25@5 75; flax seed $2 10@2 12 ₩ bush.

SAPOLIO.—We are quoted sales at $5 50 per half gross.

SOAP—Babbitt's, 11c; Oakley's, 10½c; chemical olive, 8c; resin, No. 1, 6c ₩ lb.

SODA.—Sales in kegs 6c; boxes, assorted papers 8c; sal soda 2½c ₩ lb.

TALLOW.—We are noted sales of city rendered at 8¾@8¾c ₩ lb.

TWINE.—Supply in excess of the demand; sales by the lot, at $2 00; bunched at 60@75c.

WOODENWARE.—Following are wholesale prices per dozen: Pails, 2 hoop, $2 40; 3 hoop 2 65. Tubs, No. 1, 3 hoops, $11 00; No. 2, 2 hoops, $9 50; No. 3, 2 hoops, $8 50. Washboards $3 00.

WINDOW GLASS.—The market contains a good supply, with an active inquiry; we are noted sales of Kentucky Willows at 6c ₩ ft.

WHISKY.—The market is rather weak, with a downward tendency. The following are the ruling figures of the market: Highwines 89c; common rectified 90c; proof rectified $1 08; rye and corn $1 05@1 10 ₩ gallon; old Monongahela whisky $4@5 ₩ gallon, as to age.

PITTSBURGH OIL TRADE.

OFFICE OF THE PITTSBURGH COMMERCIAL, } WEDNESDAY, February 8, 1871. }

REMARKS.—After a slight fall of snow last night the weather "turned warm," the snow disappeared, and left the streets in anything but a good condition for pedestrians. With regard to the markets, we have no changes to note in prices. Generally speaking, the demand is reported, with ample stocks and bright anticipations for the coming spring opening. By reference to the imports in another column it will be noticed that the leading grocers and flour dealers of this merchants, etc., are largely augmenting their stocks. Grain is coming in freely and prices are weak at quotations.

The following are the receipts of the leading articles of produce for the past two weeks, which will be found useful for reference:

CRUDE.

The following are the sales and quotations, viz: Spot oil, 11½c; February 11¾c; three lots till July, 11¾c; 6@10 days till July, 12@12½c; 8 @ till July 11½c; 10 @ all year, 13½c; 8 O all year, 10½@11c.

SALES:

1,000 bbls spot.....11½
500 bbls spot.....11¾c
1,000 bbls February.....11¾c

REFINED.

The market was a quiet one. Buyers were holding off, declining to pay the rates that were demanded. The result was, we did not learn of a single transaction for any delivery. The following rates were: Spot 24¼@24½c; February, 24¼@24½c; March, 25½c; April, 25½c; May, 25½c; March 25½@25½c.

CONSUMPTION.

The receipts at all points were light, and they have not been large for some months. Monday, and are selling to-day readily at top prices. Very few choice hogs are arriving, the quality being medium. The following are the ruling rates to-day: Extra 170 to 200 lbs, $6 @ good to prime Philadelphia, 225 to 250, $6 15; good to prime New York, 190 to 200, $7 80; rough to common, 150 to 200, 7½c.

SHEEP.—The arrivals were a little heavy to-day, but there is a good demand, and all are selling at prices about the same as last week. The quality is not so good as last week and more common sheep are arriving; but all are selling slowly. Below find quotations and sales: Good to prime, 55 to 90 lbs, $ 00 to $5 00; decent to fair, 80 to 90 lbs, $4 00 to $5 00; common, 70 to 75 lbs, $3 50 to $4 00; foot rot and scalawags, by the head, $1 25 to $1 50.

No.	Weight.	Price.	No.	Weight.	Price.
	Cattle.				
17	26,40	$6 25	18	29,050	$6 00
18	12,220	5 75			
	Hogs.				
12	4,260	8 00	6	1,710	8 15
20	5,700	8 00	40	11,220	7 85
40	13,420	8 00	40	8,500	7 85
	Sheep.				
207	15,860	5 25	15,940		5 00
70	13,160	4 85	65	6,080	5 40

IRON MARKETS.

CINCINNATI.

February 7.—We have had an ample supply of Pig of all kinds with a fair inquiry for foundry. The market continues very steady, and prices at the close were without change, as follows:

	Pig.
Charcoal Foundry, No. 1	$26 00@27 00
Charcoal Foundry, No. 2 ton	24 00@25 00
Charcoal Mill, ₩ ton	23 00@24 00
Stone Coal Foundry, No. 1	25 00@26 00
Stone Coal Foundry, No. 2	24 00@26 00
Stone Coal Mill	23 00@23 50
Vesuvius Car Wheel	25 00@26 00
Hot Blast Missouri, ₩ ton	25 00@26 00
Hot Blast Maramec, ₩ ton	25 00@26 00
Cold Blast Car Wheel, ₩ ton	25 00@26 00
Cold Blast Hecla, ₩ ton	25 00@26 00
Boonns, Maramec, ₩ ton	20 00@25 00
Scrap, cast, ₩ cwt	1 25@1 30
Scrap, wrought, ₩ cwt	1 40@1 50
	Wrought.
Bar, Common ₩ lb	$[illegible]
Bar, charcoal, ₩ lb	[illegible]
Horse Shoes, ₩ lb	[illegible]
Mule Shoes, ₩ lb	[illegible]
Nail Rods	[illegible]
Hoop Iron	[illegible]

WEEKLY MARKET REVIEW.

OFFICE OF THE PITTSBURGH COMMERCIAL, } SATURDAY, February 11, 1871. }

REMARKS.—There are absolutely no changes to note in the markets since our last, with the exception of a few immaterial alterations in the drug market. Business is generally reported fair for the season, and all dealers are preparing to meet the anticipated heavy spring trade. We give below a carefully corrected statement of the wholesale prices of the leading articles of Pittsburgh manufacture and sale, referring the intelligent reader to the advertising columns of the COMMERCIAL for reliable business firms.

PITTSBURGH DRY GOODS MARKET.

OFFICE OF THE PITTSBURGH COMMERCIAL, } THURSDAY, February 9, 1871. }

SHEETINGS.

Penn Mills	12 c	Juniata B	11 c
Anchor A	12 c	Anchor C	11½c
Eagle Extra	12 c	Dispatch	11 c
Conewago	11½c	Glencoe	11 c
Idaho	11½c	Pennsylvania	10½c
Nonatosh	12 c	Mona	10 c
Pittsburgh Family	11½c	Allegheny	10 c
Walnut Creek	11½c	White Fawn	8½c

PRINTS.

Merrimack D	11 c	Mourning	10½c
Merrimack W	11 c	Richmond	11 c
Sprague's	10½c	Orientals	11½@12 c
Americans	10½c	Gloucester	11½c
Ingrahs	11 c	Garner	10 c
Conestoga	10½c	Troy	6½c
Lancaster	11 c	Golden Punks	11 c
Wamsutta	7½@8 c	Pacifics	11 c
Shirtings	10½c		

DELAINES.

Pacific	18½c	Hamilton	18½ c
Manchester	18½ c	Armures	18½@20c

GINGHAMS.

Lancaster	15	Berkshire	14
Gloucester	12½	American	11
Glasgow	14	Lancaster	12½
Waumeec	15	Bates	15
Middlesex	12½	Portsmouth	15

TICKS.

Whitaker	40
Portsmouth	32
Boundbrook	30
Adriatic	30
Concord Medal	21
Pennsylvania	18

PITTSBURGH DRUG MARKET.

OFFICE OF THE PITTSBURGH COMMERCIAL, } THURSDAY, February 9, 1871. }

Corrected by Harris & Ewing, Wholesale Druggists:

Acids.			
Acetic	7@ 10	c	112
Citric	70@ 75	c	68
Tartaric	70@ 75	c	73
Alcohol, gal.	1 95@ 2 20		
Alums.			
Cake	7@ 10	c	8
Sacol	7@ 8	c	8
Am. Chalk	2@ 3	c	2
—Aqua	10@ 12	c	14
—Ammonia	7@ 8	c	11
Ashes Pot	8@ 8½	c	9
Pearl	8@ 8½	c	8
Bal. Copa	30@ 40	c	37
Balsams	1 75@ 2 00		4 00
Flake	1 10@ 1 20		1 20
Buffalo	2 00@ 2 25		2 25
Indigo Ma	1 10@ 1 50		1 50
—Nerve	1 10@ 1 50		1 50
Iodine res	5 90@ 6 00		6 00
Iconic Ru	2@ 3	c	2
Ling Chipd	5@ 6	c	4
Mace	1 40@ 1 45		1 40
Madder	12@ 16	c	19
Magnesia	70@ 75	c	1 40
Manna S F	75@ 1 50	c	1 60
Morph sal	2 30@ 2 40		2 40
Nutm No 1	1 10@ 1 15		1 15
Oil.			
Bergamot	6 50@ 7 00		
Cassia	2 75@ 3 00		
Cinnam	2 90@ 4 00		
Lemon	1 50@ 1 75		
Oil.	Per gallon.		
Cod liver gal	2 00@ 2 50		
Castor gal	2 00@ 2 10		
Lard extra gal	1 75@ 1 80		
Neats f gal	1 25@ 1 40		
Linseed	1 00@ 1 05		
—quarts doz	7 50@ 15 00		
Sperm	2 50@ 2 75		
Origan	80@ 1 25		
Peppermint	4 00@ 4 50		
Rosemary	1 50@ 2 00		
Sassafras	1 00@ 1 25		
Sperm gal	2 00@ 2 50		
Tanner's gal	1 00@ 1 25		
Whale gal	1 00@ 1 25		
Wintergreen	3 00@ 3 50		
Opium ₩	9 00@ 9 15		
Quinine	1 60@ 1 65		
Soda Bi Carb	5½@ 6½	c	7
Soap Cast	9@ 16	c	12
Soap Mott	12@ 15	c	15
Sugar Lit	30@ 35	c	35
Sulphur	3@ 4	c	4
Vitriol	3@ 4	c	4
Verdigris	30@ 35	c	35
Varnish.			
Coach gall	1 50@ 2 25		
Furn gall	1 00@ 1 50		
Japan gall	90@ 1 25		
Damar gall	1 00@ 2 00		
Ven Red ₩	2½@ 3		4½

MERCHANT BAR AND HEAVY HARDWARE.

OFFICE OF THE PITTSBURGH COMMERCIAL, } THURSDAY, February 9, 1870. }

The following are the card rates of Lowis, Oliver & Phillips:

Iron, standard list. Assorted orders.....5½c rates.
Special sizes, one-half of standard list.
Carriage and tire bolts, full square neck, forged nuts.....60 and 10 net
Plow bolts.....70 and 5
Machine and square head bolts.....40 and 5
Coach and lag screws, 10 list, 40 and 10
Square and hexagon nuts and washers, 3 c ₩ lb off

HARROW TEETH, in lots of 1 ton or more, 1 in. diam, 4c; ⅞ and ¾ in. diam, 4½c; ⅝ in. diam, 5c; ½ in. diam, 9½c; ⅜ in. extra, when less than 1 keg of each size ordered.

COACH AND LAG SCREWS, in bulk, in lots of one keg or more, 1 in. diam, 11c; ⅞ in. diam, 11c; ¾ in. diam, 12c; ⅝ in. diam, 13c; ½ in. and less, 20c; 6 to 36 in. long, ½ c; 8, 10 and 12 in. long, ⅝c ₩ lb net.

STRAP AND T HINGES.....20 ₩ cent off.

SCREW HITCHING RINGS.....$5 50 ₩ 100 net.

SWEDE IRON.....$13 ₩ ton.

CAST IRON WASHERS.....3½c ₩ lb.

TIRE AND SPRING BOLTS.

1 to 2½ in. diam, over 5 feet long	7c
1 to 2½ in. from 4 to 5 feet long	6½c
1 to 2½ in. diam, from 1½ to 4 feet long	5½c
⅞, ¾ and ⅝ in. diam, over 4 feet long	6c
⅞, ¾ and ⅝ in. diam., from 1½ to 4 feet long	6½c

WAGON HARDWARE.

Wagon box strap bolts, 14 inches, one net ₩ set of bolts.....5c ₩ set for each additional inch over 14 inch. All sizes and lengths make.

Wagon box strap bolts, 12 in. long by ¾ at screw end.....1 set ₩ bolt.

Wagon box strap bolts, 10 in. long by 7-16 at screw end.....1 set ₩ bolt.

Wagon box rods, narrow track, each.....15c

Wagon box rods, wide track, each.....16c

Sing'e bottom, 2 sets of bolts, 4 pieces.....$6 50

Wrought iron bolster plates, 2½ inch wide, ⅜ set.....40c

Wrought iron bolster plates, 3 inch wide, ⅜ set.....45c

Wrought iron bolster plates, 3½ inch wide, ⅜ set.....50c

Wagon Brake Ratchets, each.....13½c

Wagon Hammer Straps, each.....15c

Strap bolts, rods, single tree irons, bolster plates, brake ratchets and hammer straps, in lots of 50 lbs or more, 10 per cent. off.

Wagon box staples, 1½ to 2¾ inch ₩ 1,000 net.....$14 net.

Neck yoke eyes, each.....5 net.

King bolts, ⅞, 1, 1¼ and 1¾ inch in diameter, ₩ lb.....4½

Wagon rivets, extra large and oval head, ¼ inch diameter, all lengths, ₩ lb.....5c

Tongue cap iron, same as band iron, 1¼, 2, and 2½ inch wide, 3½c ₩ lb over same size of bound iron, net.

IRON AND NAILS.

OFFICE OF THE PITTSBURGH COMMERCIAL, } THURSDAY, February 9, 1870. }

IRON.

Common bar sizes		3½@3½c	
Horse shoe		4½@4¾c	
Heavy band		4	c
Hoop and light band		4½	c
Round and square		4½@4¾	c
Oval		5½@4¾	c
Half oval and half round		5½@4¾	c
Boiler iron		5½@6	c
Tank iron		6@6¼	c

All sheets over 28 in. wide, 1c ₩ lb extra.

Flat rails punched and countersunk.....3½@4¼ c
T, rail, 12, 16, 20, 28 and 40 lbs to the yard.....3½@4¼ c
Nail rods.....4 c
Coal screen iron.....5 c

NAILS.

10d to 6d Nails, Fencing and Brads			$4 00
8d and 7d	"	"	4 25
6d and 7d	"	"	4 50
4d and 5d	"	"	4 75
3d	"	"	5 00
2d	"	"	6 75
2d fine	"	"	7 75
Fining	"	"	8 75
Clinch	"	"	9 75
Cut Spikes			4 25
Barrel Nails			4 75

Horse Shoes, in bulk, in lots of 5 keg or more, ⅞ in. diam., 7½c; 9-16 in. diam., 8½c; ½ in. diam., 9½c; ⅜ in. extra, when less than 1 keg of each size ordered.....10c

Coach and lag screws, in bulk, in lots of one keg or more, 1 inch, 9c; over above.....10c

Screw Hook and Eye hinge, ¾ to 1 inch.....10c; ⅝ in. diam, 11c; ½ in. diam, 13c ₩ ₰ net.

Screw and strap hinges, in lots of 100 pairs or more, ¾ to 36 in. long, 7c; 8, 10 and 12 in. long, 8½c ₩ ₰ net.

Strap and T hinges.....20 ₩ cent off.

Screw hitching rings.....$5 50 ₩ 100 net.

Swede iron.....$13 ₩ ton.

Cast iron washers.....3½c ₩ lb.

Tire and spring bolts.

1 to 2½ in. diam, over 5 feet long	7c
1 to 2½ in. from 4 to 5 feet long	6½c
1 to 2½ in. diam, from 1½ to 4 feet long	5½c
⅞, ¾ and ⅝ in. diam, over 4 feet long	6c
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Wrought iron bolster plates, 3 inch wide, ⅜ set.....45c

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Strap bolts, rods, single tree irons, bolster plates, brake ratchets and hammer straps, in lots of 50 lbs or more, 10 per cent. off.

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Neck yoke eyes, each.....5 net.

King bolts, ⅞, 1, 1¼ and 1¾ inch in diameter, ₩ lb.....4½

Wagon rivets, extra large and oval head, ¼ inch diameter, all lengths, ₩ lb.....5c

Tongue cap iron, same as band iron, 1¼, 2, and 2½ inch wide, 3½c ₩ lb over same size of bound iron, net.

CORDAGE MARKET.

OFFICE OF THE PITTSBURGH COMMERCIAL, } THURSDAY, February 9, 1870. }

The following are the card rates:

Manilla rope	22
Manilla rope, twelve thread	23
Manilla rope, six and nine thread	25
Manilla hawser laid oil well boring rope	22
Manilla hawser, tarred	27
Manilla lath twine, tarred	27
Manilla hay, stave and leather twine	23
Sisal rope	20
Sisal lath twine, tarred	20
Sisal hay, stave and leather twine	20½
American hackled hemp twine	19
American hackled hemp tarred rope	20
Russia hemp tarred rope	20
Jute rope	13½@15
Cotton rope	60
Houseline, marline and hambroline	23
Spun yarn	18
Hemp lath twine, tarred	17
Hemp sash and tool cord	28
American hemp packing	14
Russia do do	
Italian do do	
Jute	15
Patent self-lubricating packing	45
First quality oakum	10
American Navy oakum	10½
Jute do do best	9
Caulking cotton	10

STEEL MARKET.

OFFICE OF THE PITTSBURGH COMMERCIAL, } THURSDAY, February 9, 1871. }

We quote as follows the prices for various kinds of steel:

Best refined cast steel, ordinary sizes.....18c
Machinery, 2 to 2 inches.....13c
Cast spring steel.....13c
German spring steel.....10c
Blister steel.....10 @10½c
Cast iron steel.....13c

THE VERY LATEST.

The Tennessee.

THE RUMOR AS TO HER LOSS.

Grave Apprehensions Entertained as to Her Safety—This the Vessel's First Sea Voyage—The Mystery as to Why She Has Not Been Spoken—The Theory Entertained in Regard to the Matter.

Special Dispatch to the Commercial.

WASHINGTON, D. C., February 8, 1871.

Grave apprehensions are beginning to be entertained here with regard to the safety of the Tennessee, which conveyed the San Domingo Commission from New York. She has now been twenty-three days out, and no intelligence has been received of her from any quarter. A report was received from New York to-day, saying that she had foundered, and that all on board had been lost. The story gained rapid circulation, and created intense excitement in both houses of Congress, where members gathered in knots to discuss its probability, neglecting for the time the business in progress. Several members telegraphed immediately to New York, and were soon answered that it was without foundation. Others proceeded to the White House and Navy Departments, where they received like assurances. While the immediate concern was allayed upon learning that no actual news had been received, there remains an anxious feeling, which is caused by the fact that no things whatever of the steamer have been received. The President himself is said to have been uneasy about this matter for several days. He caused a telegram to be sent to Havana last week to ascertain whether any news had been received at that port, which was answered in the negative. Senator Morton is ill and confined to his room, preventing an expression of his apprehensions as to the fate of the Commission. The Tennessee, it is stated, had never been to sea before, this being her first trip. She was completely overhauled before starting, and was supplied with new machinery, engines and boilers. With fair weather and her machinery keeping in good order, it was calculated that she would make the trip in eight days. The theory seems to be that her machinery got out of gear, and that she was compelled to proceed under sail, in which case it is thought it would probably take her twenty-five days to make the trip. The principal mystery seems to be why it is she has not been spoken, inasmuch as her route, the entire trip, was along the path which is followed by our regular coastwise and gulf trade. This is the chief subject of talk to-night, both in private and official circles. There is no doubt that the startling rumor of this afternoon has awakened apprehensions which had not be allayed until the receipt of definite intelligence.

SOUTH AMERICA.

The Differences Between Ecuador and Colombia in a Fair Way of Settlement—The War in Bolivia—A Force of 1,300 Government Troops Almost Entirely Destroyed by the Insurgents—Chilian Loan, &c., &c.

PANAMA, February 5.—The diplomatic relations existing between Ecuador and Colombia are at present of a disagreeable character. The Ambassador to Ecuador at Peru denies the report, however, that his government contemplates hostilities against Colombia, and says the misunderstanding is in a fair way of settlement. He says that the people of Ecuador are in favor of peace.

From Bolivia the news is that the war continues. A government force of 1,200 men were almost exterminated by the insurgent forces of Loyaza. There was much rejoicing among the people and enthusiasm among the troops in consequence.

There has been a revival of civil fights in Lima.

The Chilian Government has approved the bill establishing the Payanamerican Company.

A Government loan for $4,000,000 bonds of $1,000 each has been placed on the market 20 per cent., to be made payable at once, 20 per cent. and the remaining eighty per cent. within six years. Interest on the loan six per cent.

APICULTURE.

Meeting of the American Bee Keepers' Convention in Cincinnati.

CINCINNATI, February 8.—The American Bee Keepers' Convention assembled to-day. It embraces some of the most noted bee keepers in the country. About one hundred and fifty delegates are present, among the number several ladies. Wm. L. Clarke, of Toronto, Ont., is Chairman. A short Constitution was adopted. It provides the usual officers. Any person may become a member, and for annual meetings, L. T. Longstreth, of Ohio, was unanimously elected President; Rev. H. A. King, of New York, Secretary; Rev. Lorenzo Langstroth, of Adair, Kentucky; L. C. Waite, Missouri; Vice Presidents, New York, Rev. E. Vansbvck; Kentucky, H. Nemhlitz; Missouri, T. S. Hubbard; Illinois, C. P. Tupper; Wisconsin, A. H. Horlee; Illinois, T. C. Francis; Ontario, Rev. W. F. Clarke; Pennsylvania, E. J. Peck; Pennsylvania, Seth Hougland; Ohio, A. Benedict; Tennessee, J. M. Hamilton; Kansas, T. J. Dallas; Minnesota, A. D. Seward; Michigan, A. S. Moore; Indiana, Dr. John F. Wright; Treasurer, N. C. Mitchell, Indiana.

Resolutions were adopted providing that the next meeting be held the first Wednesday of next December, in Cleveland, at the same time and place as the North American Bee Keepers' Association.

A committee was appointed to confer with a similar committee from the other body with a view to the union of the two Associations. Adjourned until evening.

The American Bee Keepers' Convention spent the whole night discussing the mode of wintering bees.

STATE LEGISLATURES.

Arkansas.

MEMPHIS, February 8.—The *Avalanche* Little Rock special says of the legislative proceedings: Quite a mumin for reform has suddenly seized the administration side of the House. Clayton introduced a bill to abolish the office of Adjutant General and devolve the duties on the Private Secretary of the Governor; Mr. Steele a bill to abolish the office of Commissioner of Immigration and State Bonds, and devolve the duties on the Commissioner of Public Works; Mr. Hobaugh a bill to abolish the office of Solicitor General and devolve the duties on the Attorney General; Mr. Steele gave notice of a bill abolishing the separate Court of Chancery for Pulaski county; Mr. Priddy gave notice of a bill repealing the registration law. These members are Clayton Republicans, who strenuously opposed all measures of this kind until the Governor's party had been so badly beaten in the House. The prospect is good now for some healthy legislation. The Clayton men are completely beaten, and say they have but one object in view—that is to down Hoxy want to carry the Brooks and Hodges party with them.

Mississippi.

MEMPHIS, February 8.—The *Avalanche's* Jackson, Mississippi, special says: A resolution was introduced in the Senate by Mr. Morgan appropriating money for the purchase of land in the late slaveholding States for every family of slaves freed by the war.

Massachusetts.

BOSTON, February 8.—The Legislative Committee on Prison Reform to-day agreed to report in favor of sending a commission to the International Prison Reform Congress, proposed to be held in London in 1872. Dr. Wines, of New York, addressed the Committee on the subject, and referred to the action of the Convention held in Cincinnati, and to the great interest that was felt in the matter.

Ohio.

COLUMBUS, February 8.—Resolutions censuring President Grant for interfering in elections, and especially in New York, were defeated in the Senate by yeas 24, nays 7. A bill passed the House authorizing the Board of Equalization to reduce the total valuation of real estate of Ohio by $200,000,000.

WASHINGTON.

WASHINGTON, D. C., February 8, 1871.

A GLOOMY OUTLOOK.

The House Commerce Committee will not be called again during the present Congress, and it is hardly probable that, should they agree to a report on the Newport bridge matter, they could get it before the House for action. It might be accomplished during the last ten days of the session, by a suspension of the rules. Even should the Senate take action first, the bill would go to the foot on the Speaker's table, and never be reached. So, taking it on the whole, Messrs. Smith, Eggleston, Harrison & Co. think matters look exceedingly blue for their side of the question.

THE PROPOSED TANEY FUND.

It was announced from the Bench of the Supreme Court to-day, that there would be a meeting of the Court on Saturday with reference to the proposed Taney fund.

THE MORSE MONUMENT

The Committee of the National Telegraph Association, appointed to select a site for the Morse Monument, have decided upon erecting it on the vacant space at the intersection of Seventh street and Pennsylvania avenue.

A FOREIGN MISSION SETTLED.

Judge Thomas A. Settle has accepted the appointment as Minister to Peru, and will leave for his new post of duty as soon as possible, probably about the 1st of March. It is understood his instructions will embrace the general features of the design of the Administration to foster such relations as far as possible the commercial relations between the United States and the several Governments of South America. It is probable that Judge Settle will have a general supervision of all our diplomatic and consular transactions with those Governments.

ADDITIONAL RIVER DISPATCHES.

Cincinnati.

CINCINNATI, O., February 8.—The river is twenty-three feet six inches, and has fallen three feet. Arrived—Sam. J. Hall, Memphis. Departed—John T. Moore and Edinburg, Red River; Dove No. 2, Kentucky river; R. W. S. Skillinger, Wheeling; Robert Bevins, Memphis; Potomac, New Orleans; Charger, Evansville. Drizzling at intervals since morning; temperature 40 degrees.

Louisville.

LOUISVILLE, February 8.—The river has fallen five inches, with seven feet five inches on the chute, six feet five inches on the rocks, and nine feet seven inches in the canal. Drizzling rain; mercury 45 degrees. Business active. Arrived—Minnie, Belfast, Cincinnati; Mary Dawge and barges, St. Louis; Simpson Horner, Ella, Pittsburgh. Departed—Minnie, St. Louis; Virginia, Belfast, New Orleans; Mary Dawge and two barges, Cincinnati; Cora Veterlan, and Sam. Roberts and barges, Pittsburgh.

Cairo.

CAIRO, February 6.—Port list to-day: Quickstep, Evansville packet, 9 P. M.; Mary Houston, New Orleans to Louisville, 3 A. M.; Susie Silver, Louisville to New Orleans, 5 A. M.; Charleston, Cairo to St. Louis 9 A. M.; Belle Memphis, Memphis to St. Louis, 11 A. M.; Tyrone, Nashville packet, noon; Richmond, St. Louis to New Orleans, 1 P. M.; Julia, Vicksburg, 6 P. M.; St. Lake, Memphis to St. Louis, 8 P. M.; Arkansas Belle, Evansville packet, 7 P. M.; Kate Kinney, New Orleans to Louisville, 7 P. M. River stationary. Cloudy; mercury 46 degrees.

Nashville.

NASHVILLE, February 8.—Raining falling, with eight and one-half feet on Harpeth shoals, and rising slowly. Arrived—Jno. Hollingsworth, Pittsburgh; America, Cincinnati. Departed—John Lansden, Cairo.

Memphis.

MEMPHIS, February 8.—Weather clear and pleasant. River rising rapidly. Arrived—Minnesota, City of Quincy, Silver Bow, Robison, Sallie, Indiana, Down—Bardgaelles, Mooselick, 75 miles

Vicksburg.

VICKSBURG, February 8.—Up—Henry Ames and Alaska, Down—Silver Cloud, Commonwealth, R. J. Lockwood, River rising. Weather clear and pleasant.

New Orleans.

NEW ORLEANS, February 8.—Arrived—Pauline Carroll, St. Louis; Belle Lee, Memphis; H. Wood and barges, Pittsburgh. Departed—M. J. Wyckes, St. Louis; Armandillo, Shannon, Cincinnati; Peyton and barges, Ironsides and barges, Cincinnati. Cloudy and warm.

A man named Hull, at Newburg, Ind., drank a part of whisky Wednesday night, on a bet of one dollar that he could walk off with it. He walked ten or fifteen feet and dropped and died during the night. The bet was declared a draw.

Nashville Market.

NASHVILLE, February 8. *Cotton* dull; low middlings 12½c. *Bulk meats* firm at 8½, 10 and 12½c, packed. *Bacon* clear sides 13½c; shoulders 10c; sugar-cured hams 16½c. *Lard* 12½c. *Corn* 75c. *Oats* 60c. *Flour* $4 50@5 00.

THE LATE HORROR.

The Investigation of the Coroner.

Testimony of the Conductor of the Train and Others—Twenty-one Persons Known to be Killed.

POUGHKEEPSIE, N. Y., February 8.—The Coroner's inquest in the case of the recent railroad accident commenced to-day before Coroner Andrews, upon the body of Walter Stafford. The first witness was ex-District Attorney W. J. Thorne, of Poughkeepsie, who testified as follows:

"I was in the rear car and asleep. First I heard a crash. Great confusion ensued, and I got out and walked up outside of the car on the river side. The engine of the oil train had passed my train before I went out. Part of that train was left on the bridge. There were several tanks of oil in it. I saw nothing but flames. They were in every direction. Everything seemed to be a sheet of fire. There were some cars on the bridge which had not fallen from the track. The fire must have enveloped everything at once. I directed a man I saw to uncouple the next car to him, which he did, when we shoved the two cars back. All this occurred on the bridge. My impression is that four cars were destroyed. I saw passengers getting out of the front car from the rear. The fire was very hot, and one would keep going from it all the while, the flames shooting up fifty or one hundred feet. If there had been half a dozen cars piled up there could not have been seen for the flames. I do not recollect from the looks of the ties that the car ran off the track at New Hamburg station. The officer was not on fire until struck by the locomotive of the up train."

Charles Casum, conductor of the express train, was sworn, and says: We left New York at six minutes past 8 Monday morning. We should have left at 8 P. M.

Here Tristam Sodin, District Attorney, appeared for the people and conducted the proceedings.

The witness continuing, said: I was sitting in the rear end of the second sleeping car with Mr. Scott, the Conductor. He heard the first whistle that was blown. We passed about fifteen minutes after ten. The whistle was probably blown twenty minutes east of there. We were seven minutes behind at Fishkill. I heard the second whistle, and went out on the platform and commenced to put on the brakes. Mr. Scott followed me out and put on the brake on the other car. As I got my brake on and turned to take hold of the other, I felt the engineer reverse the engine; in two or three seconds I felt a shock, and the car then went on fifteen or twenty feet and came to a dead stand. I saw the glare of light, and looking out saw a mass of flames. I was on the river side. The instant the train stopped the light flashed like gunpowder. Oil from the oil car entered the fire-box of the engine and ignited. A shed of fire sprang up like a wall of fire. The fore part of my car was then on fire. I heard no explosion. You could see nothing because of the fire. Scott and myself then got all the passengers out of the car. The car was all on fire. It was the second sleeping car. There was only one in front of it. The train consisted of a locomotive, express car, baggage car, five sleeping cars and one coach. When we went out of the second car I thought the flames would follow. All the passengers were then out of the third car, and that part of the train was uncoupled and shoved back. Part of the train had broke loose and gone south, and that other part was further back. When I got to the third car forward, the platform was on fire. That was the car Scott had put the brake on, and then found we had saved the car would, and that three sleepers had gone. I then went forward to see what was the matter. I could see nothing all the way up to the bridge for the flames, which seemed to fine still further ahead of the train. I knew nothing more about the accident, except that I did the necessary telegraphing. I have no absolute knowledge as to the cause of the fire. I only conjecture that the first and second sleepers were on the bridge, and the flames were burning under the bridge on the ice. I heard no sound of anything but the roar of the flames. Dow Yerburgh was conductor of the sleeping car. I don't know whether the patent brakes were used. If the ropes had been pulled my brake would not have been affected after I had put it on. The engine was reversed after it had run about ten rods. We were backing to make the coupling. The engineer was considered a good man. There is a flag man at Scarr's. The engineer said he had him to put out a red light as he passed. The first signal we got was a crash from the bridge. The engineer of the oil train had jumped off to give the signal. I think that the cars on the oil train which ran off were rather back of the centre of the train. As a rule we are on time. If we had not been behind time the accident would not have occurred. The night was perfectly clear. The curve south of the bridge would prevent the engineer from seeing a car off the track on the bridge. I had taken up all the tickets in the sleeping cars. You could put thirty passengers in the sleeping car, and you could occupy the whole. There were two staterooms in the first car, but only one occupied. I should judge there were sixty passengers in the first sleeper. I made the statement which appeared in the Poughkeepsie papers. I have not kept a file of sleeping car tickets. I found one or more persons who said they were in the first sleeper, but when I came to sift them down they could not tell. I had in my car forty-seven passengers, who told me they were in the sleeper. Some of the three persons I spoke to went to bed at New Hamburg; that made thirteen missing. There was enough left in the rear sleeping car that I got a half ticket from. I got no tickets from two small children. I found no one to respond to the half ticket. There were three gentlemen on the train.

Here the witness described the patent brakes, but could not say whether they were applied. The trains run at full speed over all bridges. The inquest was then adjourned until 10 A. M.

During the afternoon session Mr. Scott, conductor of the sleeping car, testified as to his positive knowledge of the fact that "the passengers of all the cars except the first sleeping car were saved, and that the train was stopping only a few minutes an hour."

Mr. Marman P. Grant, conductor of a sleeping car, testified "that directly after the first shock he saw the first sleeping car lying on its side, inclining to the east and commenced with his party to get out. It was in flames and no help could be given those inside."

The inquest then adjourned until Thursday at two o'clock in the afternoon.

Up to this time no more bodies have been recovered, and it is believed that all have been found. Those found thus far have been identified. Two more bodies are yet to be identified. Of Simmons, the engineer, and Lawrence Mooney, brakeman, which were killed on the spot, nothing has been found but a child's undershirts were found on the ice marked Ella Shields. I have seen Edgar Underwood, conductor of the oil train, to-day. He says the accident was caused by a broken axle of the oil car. It broke on the switch at New Hamburg station, when the caboose passed some one hollooed "everthing was done that was possible; stop the train. He saw the oil car run on the bridge and saw it about fifteen on the up track. The train was then nearly stopped when he saw it on the track, and in the other on the down track, both looking for the up train. His brother immediately shouted, "there comes the train." Every effort was made to stop it, but it could not. No person on earth could do it. He saw the locomotive strike the car when flames burst out in every direction.

RAILWAY MATTERS.

THE CINCINNATI SOUTHERN BILL REPEATED.

CINCINNATI, February 8.—The Cincinnati Southern Railroad bill was defeated in the Kentucky Senate to-day, by a vote of 23 to 12. A strong disposition is manifesting itself, both in Kentucky and here, to ask for a Congressional charter.

NEW CONNECTION.

The Greenville (Mercer county) *Advance* of the 4th inst. says: A party, under charge of Mr. George Swigart, is now engaged in surveying a new railroad route from the junction of the Jamestown and Franklin with the Atlantic and Great Western, a few miles above town, to connect with the Shenango and Allegheny, and thence to Pittsburgh and Kinsman, Ohio, following up the completion of the first mentioned line to Ashtabula and the lakes. One line of this new route will come into Greenville immediately north of the cemetery, striking at the city limits at the north and thence crossing Big Shenango about at the present site of the bridge. The following is the line of the Erie and Pittsburgh track down until it can conveniently connect with that of the Shenango and Allegheny. And from what we can learn, this is probability, will be the one that will be retained: to cross the Shenango where the present bridge stands, and follow the Atlantic and Great Western line down the river bottom until the desired junction with the Shenango can be conveniently effected. Mr. Nugent is only engaged in a preliminary survey, with a view to ascertaining the most available route. The point in this move on the part of the Lake Shore Company's lessees of the Jamestown and Franklin road is to get an outlet to the Pittsburgh market. And to do this, they very properly conjoin with the Shenango and Allegheny road.

With out three other important railroad connections, it will be seen that Greenville is fast being brought to our door. This new line will put us in direct communication with the Oil Regions on the one hand, and with the Pittsburgh market. Lovers of colleges and projectors of manufactories, will please note the facts, for they are the most desirable ones of our inexhaustible supply of coal, and our rich agricultural country.

MISCELLANEOUS.

The Oleopolis and Pithole Railroad will be continued through Shamburg and Pleasantville to Enterprise, a station on the Titusville and Pithole Railroad early in the spring. The route has been surveyed, and the work of grading will commence as soon as the weather will permit.

—Parties interested in the Fort Wayne, Jackson and Saginaw Railroad have purchased the Fort Wayne, Muncie and Cincinnati Railroad, a line 109 miles in length, connecting Fort Wayne with Connersville, Ind. The value of the road is $2,800,000. This road will be run in connection with the Fort Wayne, Jackson and Saginaw Railroad. Connersville is 66 miles from Cincinnati. At Connersville the road connects with the Cincinnati and Indianapolis Junction Railroad to the metropolis of Ohio, and also with the Whitewater Valley Railroad for Cincinnati. At Muncie the Fort Wayne Railroad for Indianapolis; also at Cambridge with the Evansville road for Louisville.

—A committee of the stockholders of the Toledo, Ann Arbor and Northern Railroad have returned from Baltimore, where they had a conference with the directors of the Baltimore and Ohio Railroad. This corporation has agreed to furnish and equip the road from Ann Arbor to Tiffin, Ohio, the present terminus of the Baltimore and Ohio Railroad, on the condition that the people of Ann Arbor give the new route raise an amount of additional stock entirely without the reach of the Detroit enterprise. The work is now full mapped out, just what has to be done is known, and it will doubtless be done.

The Commissioners of the Montrose Railway will hold a meeting at Springville on Tuesday, February 14th, by which time if it expected that ten per cent. of the subscription of $140,000 will be paid in. It is reported that the citizens of Binghamton, have decided to extend the road to that city.

—A new form of single rail tramway has lately been introduced in India, with a satisfactory result. The vehicles, used in addition to the ordinary wheels, have a pair of flanged wheels, one behind the other, running on the single rail, which is laid at the centre of the track. The flanged wheels are adjusted by a screw, so as to take all the weight off the ordinary wheels, or to throw the load upon them ready. An experimental line has been laid, in part at an incline of 1 in 40, and along this a pair of bullocks can draw a load of 40 tons. The advantages are—first, a very great diminution of power expended in hauling, as compared with the effort on common roads; secondly, that the cost of construction is only one-half that of an ordinary tramway with lines of rails.

—R. C. Dunham, editor of the *Evening Times*, says Rufus Hatch's circulars, professing to expose the great frauds in railroad management, are written in the interest of Wall street in a clique to depress the value of property owned by the people, and advises owners of stock to hold on to their securities.

—Chicago seems likely to have, ere long, another important railway connection, viz: the Milwaukee and St. Paul, which has acquired legal authority to to extend its line from Milwaukee to Chicago, and proposes to exercise the right at the earliest practicable moment. The St. Paul company has about 1,200 miles of line, which proves somewhat out of proportion to the magnitude of its terminus. The Milwaukee & Chicago is a new corporation, therefore, since their failure to acquire control of the Northwestern lines, seek a terminus for their road at Chicago, where alone they can advantageously command the needed facilities for communication with Lake water and the world at large. As recently, it is now proposed to lay a track through the towns which lie between the 85 miles between Chicago and Milwaukee, whereby the proposers hope to tap a good deal of the carrying trade which the Northwestern has heretofore enjoyed. We hear that the Northwestern management, with a view, doubtless, of forestalling such action, offered the St. Paul folks the use of proceedings this offer was made, we are not informed, but it does not seem to have been accepted, at any rate, and Chicago, Wisconsin, and Minnesota are likely, as a consequence, to enjoy the benefits of that best of railway regulators, competition. Milwaukee is also, it is said, disposed to felicitate herself considerably upon the prospect.

Henry C. Lord, late President of the Indianapolis, Cincinnati and Lafayette Railroad makes a lengthy defence of his administration in the Cincinnati papers, drawn out by the recent report of the stockholders reflecting upon his management.

A Kingston, Jamaica, telegram of yesterday says: The Dacia continues to grapple for the cable. The weather was favorable for operations.

NEWS SUMMARY

BY TELEGRAPH.

A number of Irish laborers employed on the track of the Baltimore Railroad, below Grayv's Ferry, Pa., struck for higher wages yesterday morning and a riot threatened, which was only avoided by the Philadelphia police being sent to the scene.

At Cincinnati, last evening, Geo. Angel, a boy eleven years old, in attempting to alight from a train on the Indianapolis, Cincinnati and Lafayette Railroad while in motion, was drawn under the cars and instantly killed.

THE OIL REGIONS.

THE QUESTION OF SHIPMENTS

A Letter from "Cornplanter" in Reply to the Titusville "Herald's" Last Defense.

ANOTHER LETTER FROM "CORNPLANTER."

To the Editor of the Pittsburgh Commercial:

The Titusville *Herald*, after a good deal of bluster, much twaddle and considerable threatening against "Cornplanter," has finally subsided and tacitly admits my allegations of manipulating figures and exaggerating shipments of oil and stocks on hand.

The dying innocent makes a last kick without uttering a word. Mr. R. D. McCreary, Agent of the Allegheny Valley Railroad Company, writes a letter which the *Herald* published for what it might be considered worth. In that letter Mr. McCreary says: "Two or three of the smaller stations did not report to me at that time, and I think I entered 'no report' opposite the names of the stations. I inclose you a letter from myself to W. Spain, Esq., Agent at Parker's, containing the report therein. You will observe that the *figures do not correspond with the figures of the agent at that time.*"

R. D. McCreary's letter to W. Spain, Esq.:

"OIL CITY, VENANGO CITY, January 24, 1871.

"W. SPAIN, ESQ.—DEAR SIR: There has been a great deal of controversy between the Titusville *Herald* and Pittsburgh COMMERCIAL and other papers about the amount of oil shipped from your stations in November. My name has been connected with it to a certain extent, and I feel interested in ascertaining the truth of the matter. I kept no copy of your telegram giving shipments, with you advise the shipments again accurately, (herein *filling the blanks below.* Yours, truly,

"R. D. MCCREARY."

"Mr. Spain reports as follows;

	Bbls.
"From Parker's to Pittsburgh, &c., by Allegheny Valley Railroad	46,212
From Parker's east by White Line	16,960
	63,172

"I suppose the gauger's report would not agree with mine. Yours, W. SPAIN."

No, they do not agree, but they come near enough to sustain my statements and to convict the *Herald* of manipulation. I stated the

	Bbls.
"Shipments from Parkers to Pittsburgh by Allegheny Valley Railroad	39,942
Shipments from all other stations	22,392
Total	62,334

which the *Herald* denounced as a calumny, and reiterated in these words:

	Bbls.
From Parker's to Pittsburgh by Allegheny Valley Railroad	49,292
From other stations	22,195
Total	71,487

The difference between Mr. Spain's aggregate shipments and mine is small, and the reason I account for, as he suggests, by difference in gauger's report. Apparently, however, we differ materially in the shipments from Parker's to Pittsburgh, in that while he fills up the blanks sent to him by Mr. McCreary, he does not telegraph, as requested, "from Parker's" shipments from Parker's to Junction, covered by the "&c.," but, like an honest gentleman, he reduced the shipments from other stations about a like amount. Not so with the *Herald* report, in which about 17,000 barrels were added to "from Parker's to Pittsburgh," while "from other stations" the shipments, including "&c.," were retained in the report published as Gospel truth. How is that for "wriggling?"

Now, what is the evidence produced by the reliable *Herald*, to disprove my allegations and sustain its false statements? Mr. Spain's report, Mr. McCreary's letter and Mr. Spain's report; and what do these witnesses of its own prove? Nothing more nor less than the grossest duplicity of manipulation and prevarication, notwithstanding an evident attempt on the part of Mr. McCreary to "fill the blanks" in Parker's to Pittsburgh shipments" by the use of an "&c."

It is a question in my mind whether Mr. McCreary saw the real point in the controversy, and whether his letter was not a "save the ship" and squelch the ghost that troubled Cornplanter" did not blind his vision somewhat. If he did see the point, and this his attempt at deception makes him equally culpable with the *Herald*. It is most charitable to believe that he did not see the point, and that Mr. Parker's to Pittsburgh branch of the subject, did not strike him. The figures, when carefully covered that point, it was exposing the deficiency it made at the other end of the line. It seems to be very clear that Mr. Spain and the *Herald* made the "&c." shipments by the Allegheny Valley Railroad. Mr. McCreary's report only makes 63,172. The *Herald* was smart enough to see the damaging effect of Mr. Spain's report, and quietly printed it without comment. Mr. Sherwood concern, that *Herald*. Gets its anxious friends into a fair condition, then steps quietly out and leaves them to their fate.

In this connection, I offer two letters from Mr. A. D. White, Agent of the Pittsburgh, Titusville and Buffalo, second to the Titusville *Herald*, which latter the *Herald*, from prejudice, has suppressed. I ask them to publish:

"*To Cornplanter:* I inclose to you a copy of a letter addressed by me to the Titusville *Herald*, relative to shipments of oil on the Allegheny Valley Railroad, which, I suppose, you will see. I also inclose copies of my letter to Mr. F. A. Phillips, Treasurer, and Mr. Rodney, Superintendent, in relation to the shipments of oil by the Oil Creek and Allegheny River Road. I was glad to see Mr. Spain's letter to Mr. McCreary, as it verifies all my statements. Mr. Spain's report to Pittsburgh, &c., 46,212 bbls. The '&c.' means, of course, the shipments from Parker's to Junction, not Parker's to Pittsburgh."

"Yours, Respectfully,

"A. D. WHITE.

"JANUARY 27, 1871."

The letter of Mr. White which the *Herald* refused to publish:

"OIL CITY, January 5, 1871.

"Editors Herald—Dear Sirs: I see in your paper of December 30th a reply to 'Cornplanter.' In that you say the shipments by the Allegheny Valley Railroad to Pittsburgh were 71,587 barrels, and 'not 62,334.' Now, I will give you the figures that I know to be correct:

Venango to Pittsburgh	8,101
Franklin" to Pittsburgh	2,440
Foster to Pittsburgh	6,064
Scrubgrass" to Pittsburgh	628
Emlenton to Pittsburgh	6,610
Foxburg" to Pittsburgh	566
Parkers" to Pittsburgh	38,167
Brady's to Pittsburgh	146
Barrels of 45 gallons each	59,562
Add to reduce to 45 gallons	2,779
	62,335

Four of the stations. Shipments were furnished by Mr. McCreary from copies of mine. You also claim you have shipments of 161,898 bbls of oil North by the Oil Creek and Allegheny River Road, that may have, by counting all local shipments, but you know they are all lumped at the Titusville depot, by the roads. But there were shipped North by the Oil Creek and Allegheny Railroad out of the oil regions only about 160,647 bbls of 45 gallons each. I have no doubt your reporter will tell you the same as I do in regard to Scrubgrass. Now, I have all the shipments to Pittsburgh you claim, and 38,288 bbls of the oil regions North by the Oil Creek and Allegheny River Road, north, our reports of shipments are all too small—I make it nearly two thousand barrels, and that the *Herald's* by forty or fifty thousand barrels. There is no reason why your statement of the shipments of oil north on the Oil Creek and Allegheny River Road, and if you have the amount of shipments in your possession that I have, I will be glad to see it. If you give them, from and to what points; and I know if you can show that you have such amount of shipments, you will renew much confidence in your reports. Please give Mr. McCreary's report of the Allegheny Valley Railroad shipments, *just as he sent it to you.*

"Yours, truly,

"A. D. WHITE."

If any further evidence is necessary to sustain my allegations that the *Herald* did manipulate and exaggerate the shipments of oil in its November report, the following correspondence between Messrs. A. D. White and Mr. F. A. Phillips will doubtless satisfy the most unbelieving. Should it be doubted that the *Herald* that they have been "fooled to the top of their best:"

"TITUSVILLE, January 27, 1871.

"Mr. Phillips, Auditor and Treasurer of the Oil Creek and Allegheny River Road:

"DEAR SIR.—Will you please give me the amount of oil shipped out of the oil region, *via* the Oil Creek and Allegheny River Road, north for the month of November, 1870? Yours truly, A. D. WHITE.

"OIL CREEK AND ALLEGHENY RIVER RAILWAY CO.,
TITUSVILLE, JANUARY 27, 1871.

"A. D. White, Esq., Titusville:

"DEAR SIR.—Yours of the 27th inst. received. The amount of oil of all kinds received at Corry for November was 92,536 barrels. Yours truly,

"F. A. PHILLIPS, Treasurer."

"Note.—Of the 92,536 barrels, 5,568 barrels was refined oil, to which add 5,568 barrels to make equal crude, 10,104 barrels from Warren to Conneaut Lake, and Allegheny River Road.

"A. D. W."

The *Herald* made shipments 161,898 barrels. My statement made them 160,074.

Quantum suffect! But in view of the complete confusion of the *Herald's* figures, I must respectfully suggest to him a free and full confession of his errors, and a re-statement of the facts. "Honesty is the best proverb, "God's mill grinds very slow, but it grinds exceedingly fine." Go, and sin no more. Let us be at peace. CORNPLANTER.

OIL CREEK, January 31, 1871.

"Copies of mine to Mr. McCreary.

THE ECLIPSE IN SPAIN

Extract From a Letter by Prof. Langley—European Railway Travel—Rough Experiences, etc.

Dr. B. C. Jillson, of the Western University, has received a letter from Prof. S. P. Langley, dated Vilches, Spain, December 25, 1870, from which we are permitted to make a few extracts:

"Vilches, my dear Jillson, is a station on the road to Madrid, whence I am now writing in the car, to give you an account of a pretty railroad line.

"On the 22d the eclipse came off on a rainy, cloudy day. The clouds, however, remained back, parting around the sun just at totality, so as to give us a fair view at the interesting moment. Not half so fine as the English government party, which saw but little; and the private expedition of Lord Lindsay, at St. Lucar, a few miles further south, missed it altogether. They say the storm which began the night before burst over them in the morning, and no possibly we have reaped at Jerez all the fruits of the expedition. These were of considerable interest, but we had to work under the most unfavorable of high importance. The spectroscope in Professors Winlock and Young's charge, the one for observing the Fraunhofer lines, through the whole extent of the visible corona. The polariscope in Professor Pickering's and mine, by which, that it shines in part by reflected light. Well, I will talk of scientific results another time.

"The eclipse over, the thing was how to get out of Spain—a country where all one's experiences fails, and where you may be a week in getting over a distance of sixty miles, as I know to my cost.

"Most of the party started on the trip to Paris, Young, Pickering and I for home. Pickering decided to try to get back to Gibraltar, and I went to Madrid with some English port. Young and I to go overland by mail the nearest way.

"The Pickerings have given his experience on the Spanish railways. The cars were miserable, the weather cold, the progress interminably slow, and the accommodations wretched. At the point where he began to write the train came to an end, and he had to sit on the track all night with the thermometer just above freezing, and no fire in the cars! The Spanish have builded and want the knowledge of art s, 1871. From this point he writes:

"We are to-night (Sunday) riding over the Pyrenees by diligence, on a snowy night—having to get out and push at times—and arriving at Perpignan, in France, late for the morning train. We waited till 9 A. M., and then took the cars for Marseilles. The weather was the coldest known in twenty years—thermometer eight degr es below zero of centigrade—and *no fire in car.* We got into the train, and, after a few hours, were all sitting at Marseilles after one the next morning, more utterly used up and stupified by cold and fatigue than I ever want to be again.

"We took one day to sleep and recover, and started next morning for Genoa by steamer—same bitter cold and *no fire*—reaching Genoa at dark. The steamer went on to Leghorn, and it was hard to be within a few hours of Florence and not go there, but I was bound to be in London by the 10th of this month, and so left only (before daybreak) and again experienced the snow, the piercing cold, and the unwarmed cars to Verona, where we arrived after one night and left after four hours' sleep (two hours before daybreak) for Munich, reaching there also before yesterday; and yesterday reached here after one more eighteen hours' ride. I think I never, in my experience, suffered more from fatigue and exposure, and we are taking here a day of needed rest. This afternoon we go to Berlin, where I shall stop a day to see about buying instruments, and then straight to London. * * * I am in good health and spirits, though I have had a rougher time than I had any expectation of.

Truly yours,

S. P. LANGLEY.

TO-DAY'S ADVERTISEMENTS.

New Goods—Joseph Horne & Co.
Orphan's Court Sale—W. J. Bagley.
New Crop Sugar and Molasses—Wm. Glenn & Sons.
Horses and Harness for Sale—P. McKee.
Dissolution Notice—Blayney & Moore.
Boarding Wanted—F. B., Commercial office.
Boarding—T. & W. Second avenue.
Country Store for Sale—Box 4, Commercial office.
Drug Store for Sale—Box 5, Commercial office.
Agents Wanted—Mezing & Smith.
Election Notice—Superior Iron Company.
National Loan—Geo. S. Boutwell.
Brick Building for Sale—Jones & Hutchison.
Storerooms for Rent—Wm. Carson.
Ninety Acres Coal & Auction—A. McElwaine.
Residence for Sale—C. H. Love.
Dragerbuch Sold—J. G. Lauer & Bros.
Wood Sewing Machines—116 Market street.
Notions—J. G. Lauer & Bros.
Bonner Baking Powder—Jesse H. Lippincott.
Marbles—Lauer's.
Brown's Bronchial Troches.
Traveling Satchels—Lauer & Bros.
Business Stand for Rent—H. H. Love.
Retail Shelling for Rent—C. H. Love.
Library Hall—Concerts Society Concerts, Feb. 14.
Pittsburgh Opera House—The Marble Heart.
Library Hall—Wm. Mason Evans.
Academy of Music—The Pilgrim.
Opera House—William Horace Lingard.
Trimble's Varieties Theater.
Orphans' Fair—Basement of St. Paul's Cathedral.
Orphans' Court Sale of Valuable Houses.
Furniture—J. W. Woodwell & Sons.
Related Oracles—Marvin & Co.
India Ale—Joshua Rhodes.
Burnett's Cocoaine.
Oil Works for Sale or Rent—Oliver McClintock & Co.
Related Oracles—Peter, Dunnale & Co.
Drug and Medicine Store for Sale—J. J. Bender & Co.
Great Western Oil Co.—Wm. H. Johnston.
Standard Shoe Store—McElroy, Dickson & Co.
Money to Loan—Wm. Carson.
Drug Store for Sale—L. Commercial office.
Rights and Material Lumber for Sale—W. D. Wood.
Steam Pumps for Sale—Aswood & McCaffrey.
Steam Boilers for Sale—Lyon & Co.
City Deposit Bank and Trust Company.
Cow 2 Years Old for Sale—Hicks & Co.
Granular Fresh Lime—Simon Johnston.

List of Unmailable Letters, February 3, 1871

Coolman, C., St. Louis, Mo.
Collman, Ellen, Freeport, Pa.
Dodge, Josephine, Ohio.
Demorest, W. J., New York.
Dunn, Mrs. Mary, Harrisburg, Pa.
Geary, Sam'l, Latrobe, Pa.
Hartman & Kelley, Winchester, Va.
Johnston Birchard, New York.
Lipscomb & Co., J. E., Richmond, Va.
Lewis, Mrs. Cressy, Ohio.
McCully, John M., Louisville, Ky.
Reeder & Co., P. C., Staunton, Va.
Thorp, Chas., Chicago, Ill.
Wilson, Bros. & Baker, Norfolk, Va.
February 3, 1871.

CITY MATTERS.

NOTICE.—The subscribers to the COMMERCIAL on Webster, Wylie, Center avenue, Cliff street and vicinity, including portions of